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**The Red Hill Creek Expressway (North-South Section) Impact Assessment:  
Regional Municipality of Hamilton-Wentworth, Ontario**

**Summary Report of the Cultural Heritage Resource Assessment**

Submitted to

**The Regional Transportation Department  
Regional Municipality of Hamilton-Wentworth**

Prepared by

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July 1998



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THE RED HILL CREEK EXPRESSWAY (NORTH-SOUTH SECTION) IMPACT ASSESSMENT:  
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH, ONTARIO

SUMMARY REPORT OF THE CULTURAL HERITAGE RESOURCE ASSESSMENT

PROJECT SCOPE AND OBJECTIVES

*Archaeological Services Inc. (ASI)* and *Unterman McPhail Cuming Associates (UMCA)* in association with *Historica Research Limited (HRL)*, were retained by the Regional Transportation Department (Regional Roads Section) of the *Regional Municipality of Hamilton-Wentworth* to conduct an assessment of cultural heritage resources that may be impacted by the North-South Section of the Red Hill Creek Expressway.

For the purposes of this study, the North-South Section is defined as that portion of the Red Hill Creek Expressway right-of-way that descends through the Red Hill Creek Valley from Mud Street to the Queen Elizabeth Expressway. In general, the construction impact area of the Expressway consists of a 150m wide corridor, although in areas of proposed interchange development/modification, the impact area is correspondingly more extensive (see Figure 3.1 below). This is particularly the case at the termini of the North-South Section. The south end of the study area, therefore, incorporates major portions of land bounded by Mud Street, Paramount Drive and Pritchard Road. Similarly, the north end of the study area incorporates those lands to be affected by modification of the Centennial Parkway and Burlington Street interchanges.

The primary objectives of the cultural heritage study were to identify those significant cultural heritage resources that may be impacted by the construction of the North-South Section, and to develop appropriate management strategies for their conservation, integration and enhancement within the overall impact assessment and design process. The archaeological assessment was carried out by *ASI*. The documentation and assessment of built heritage features and cultural landscape units within this study area was completed by *UMCA* in association with *HRL*.

This document constitutes a summary of the draft *Cultural Heritage Resource Assessment Technical Report* (completed in February of 1998) that is intended for public distribution and review. It should be noted that in keeping with the policies of the Ontario Ministry of Citizenship Culture and Recreation and provincial legislation, archaeological site maps have been omitted from this public document. As the detailed mapping prepared for the *Technical Report* incorporates all archaeological, built heritage and cultural landscape resource locations, it is not possible to provide mapping of the latter features in this document.



**PART ONE:**  
**ARCHAEOLOGICAL RESOURCES**

by  
***ARCHAEOLOGICAL SERVICES INC.***



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## 1.0 INTRODUCTION

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Archaeological sites are distributed, in a variety of locational settings across the landscape, being locations or places that are associated with past human activities, endeavours, or events. These sites may occur on or below the modern land surface. The physical forms that these archaeological sites may take include: surface scatters of artifacts; subsurface strata which are of human origin, or incorporate cultural deposits; the remains of structural features; or a combination of these attributes. As such, archaeological sites are both highly fragile and non-renewable, being subject to threat from a variety of human actions in addition to the natural processes of decay and disturbance. Indeed, rapid urbanization (residential, commercial and industrial development) within the Red Hill Creek watershed has undoubtedly resulted in significant levels of archaeological resource destruction, particularly in the City of Hamilton.

The present assessment of archaeological resources within the Red Hill Creek North-South Section study area was comprised of three phases, which correspond to the guidelines set forth in the Ontario Ministry of Citizenship, Culture and Recreation's *Stage 1-3 Archaeological Assessment Technical Guidelines* (1993).

Phase 1 (Background Research) consisted of the compilation of an inventory of registered sites within the study area. Since 1974 all archaeological sites for the Province of Ontario have been registered with the Canadian Heritage Information Network (CHIN), a national database maintained in Ontario by the Ministry of Citizenship, Culture and Recreation (MCzCR) Heritage Branch, Toronto. This database is the official, central repository of all site information for the province collected under the Ontario Heritage Act (1974, 1980, 1984). As such, it served as the foundation for the compilation of the inventory of archaeological sites for this study. This background research (Section 2.0) was supplemented by review of various published and unpublished sources, as well as the insights provided by the development of an archaeological site potential model for the entire Red Hill Creek Watershed area, which was developed during the compilation of the *Technical Report on Cultural Heritage Resources for the Red Hill Creek Watershed Plan* (ASI and UMCA in association with HRL 1997). A detailed discussion of site potential modelling theory and issues concerning scale, resolution and modelling criteria is included in that report (ASI 1997:26-32). Briefly, however, the watershed modelling exercise indicated that there existed a high degree of potential for the presence of archaeological resources within the Expressway study area, particularly in the Mud Street-Mount Albion and King Street areas, as well as the Lake Ontario shoreline zone.

Phases 2 and 3 of the archaeological assessment entailed archaeological fieldwork that was undertaken to identify, inventory and describe those extant archaeological resources



within the study area (Section 3.0). Recommendations concerning these resources are set forth in Section 4.0.

It should be noted that in keeping with the policies of the Ontario Ministry of Citizenship Culture and Recreation and provincial legislation, site maps and detailed descriptions of their locations have been omitted from this public document, in order to ensure that these sites are not damaged through unauthorized excavation (i.e., looting).



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## 2.0 BACKGROUND RESEARCH

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### 2.1 Culture History of the Red Hill Expressway Corridor

The culture history of the Red Hill Creek Expressway corridor mirrors that described for the watershed region (ASI/ 1997) and Southern Ontario generally: it began approximately 11,000 years ago and continues to the present. Due to the diversity and richness of its natural environment, the region in which the study area lies has attracted human habitation from the time of the first arrival of people to Ontario. As there tends to be less widespread awareness of the depth of this settlement history, or general knowledge of the societies that inhabited Ontario prior to the onset of Euro-Canadian settlement, a review of the prehistory of the study area is necessary in order to provide an understanding of the various natural and cultural forces that have operated to create the archaeological sites that are found today.

The chronological ordering of this review of the study area's prehistory is made with respect to three temporal referents: B.C. - before Christ; A.D. - *Anno Domini* (in the year of our Lord); and B.P. - before present (1950).

#### 2.1.1 Prehistoric Archaeological Cultures and Sites

##### Paleo-Indian Period (9,000 B.C.-7,000 B.C.)

While the arrival of Paleo-Indian hunting bands in Ontario has not been accurately dated, it is thought that they arrived sometime after the draining of several large meltwater lakes which isolated southern Ontario until approximately 12,500 years before present. Radiocarbon dates from Paleo-Indian sites suggest that the earliest sites found in Ontario date between approximately 11,000 and 10,500 years B.P.

Evidence concerning these people is very limited since populations were not large and since little of the sparse material culture of these nomadic hunters has survived the millennia. Virtually all that remains are the tools and by-products of their chipped stone industry, the hallmark being large, fluted projectile points. Given the tundra-like or taiga-like environment which prevailed during this period and the location of their hunting camps, we postulate that their economy focussed on the hunting of large Pleistocene mammals such as mastodon, moose, elk and especially caribou. Of particular interest in this regard is the frequent location of Paleo-Indian sites adjacent to the strandlines of large post-glacial lakes. This settlement pattern has been attributed to the strategic placement of camps in order to intercept migrating caribou herds.



### Archaic Period (7,000 B.C.-1,000 B.C.)

The Archaic period is commonly divided into three sub-periods: Early Archaic (*circa* 7,000-6,000 B.C.), Middle Archaic (*circa* 6,000-3,000 B.C.), and Late Archaic (*circa* 3,000-1,000 B.C.). Few Early or Middle Archaic period sites have been investigated and they, like Paleo-Indian sites, are often identified on the basis of the recovery of isolated projectile points. Recent environmental data suggest that a deciduous forest cover had been established in southernmost Ontario by *circa* 7,500 B.C. and that the nomadic hunter-gatherers of this period exploited deer, moose and other animals, as well as fish and some plant resources. Archaeological data, however, suggest a broader more adaptable subsistence base for Late Archaic foragers. Their annual subsistence cycle involved interior fall and winter micro-band hunting camps, which were situated to exploit nuts and animals attracted to mast-producing forest, and larger spring and summer macro-band settlements, which were located near river mouths and lakeshores in order to exploit rich aquatic resources.

### Woodland Period (1,000 B.C.-A.D. 1650)

The Woodland period is divided into three sub-periods: Early (1,000 B.C.-400 B.C.), Middle (400 B.C.-A.D. 800) and Late Woodland (A.D. 800-A.D. 1650). Moreover, the latter sub-period, which witnessed the fluorescence of Iroquoian society in the Northeast, is divided in Ontario into the Early, Middle and Late Iroquoian stages.

The Early Woodland period differed little from the previous Late Archaic period with respect to settlement-subsistence pursuits. On the other hand, this period is marked by the introduction of ceramics into Ontario and may be characterized as a time of increasing social or community identity. This latter attribute is especially evident in changes to and elaboration of mortuary ceremonialism.

The analyses of Early Woodland cemeteries have provided evidence of ritual burial behaviour such as the application of large quantities of symbolically important red ochre to human remains. In addition, these cemeteries often contain grave offerings of art indicative of prevailing social and spiritual perspectives. Much of this art is often fabricated from exotic raw materials such as native copper from the western end of Lake Superior and, as in the case of certain ground slate figurines, it often displays a considerable investment of time and artistic skill. Moreover, the nature and variety of these exotic grave goods suggest that members of the community outside of the immediate family of the deceased were contributing mortuary offerings. Thus, social integration



during the Early Woodland period appears to have increased and expanded relative to earlier times.

The Middle Woodland period similarly represents a continuation of earlier settlement-subsistence activities, the exploitation of spring-spawning fish being especially well-documented. In some areas the influences of complex societies focussed in the Ohio Valley are exhibited, especially in the realm of mortuary ceremonialism. Most notable are the burial mounds constructed in the vicinity of Rice Lake. Toward the end of the period, corn is introduced into the province initiating significant changes in Native culture.

The Late Woodland period witnessed a revolution in the settlement-subsistence regime of southern Ontario's Native peoples unparalleled in the prehistory of the province. As the most populous group and the most involved in the development of this new life-style, Ontario Iroquoian society often forms a distinct focus of Late Woodland archaeology. The Late Woodland period is often subdivided into an Early (A.D. 800-A.D. 1300), Middle (A.D. 1300-A.D. 1400) and Late Iroquoian Period (A.D. 1400-A.D. 1650).

Early Iroquoian society represents a continuation of Middle Woodland subsistence and settlement patterns with the aforementioned addition of corn horticulture to the subsistence programme. Villages tended to be small, palisaded compounds with longhouses occupied by either nuclear or, with increasing frequency, extended families. These extended families formed the basis of community socio-politics and, to a lesser extent, the basis of intercommunity integration. Around the villages, camps and hamlets were strategically placed in order to facilitate the traditional exploitation of naturally-occurring food resources by the community. While some corn appears to have been an important dietary component at this time, its role was more of a supplementary nature than that of a staple. Early Iroquoian society is best viewed as an important transitional stage between Middle Woodland hunting and gathering society and later, fully agricultural Iroquoian society.

The Middle Iroquoian period marks a stage in Iroquoian cultural evolution characterized by fully developed corn-bean-squash agriculture, a more fully integrated village political system based on extended kinship, and a further development of intervillage alliances. Widespread similarities in pottery and smoking pipe styles also point to increasing levels of intercommunity communication and integration.

In most cases, it appears that Early Iroquoian communities may have actually coalesced during the beginning of the fourteenth century precipitating these dramatic changes in the economic, social and political spheres of Iroquoian life. While the data are still difficult to interpret, it is also clear at this time that villages and village confederacies were in conflict, with each other, and/or together against Algonquian-speaking peoples to the southwest.



Whatever the cause/effect relationship, some villages become more heavily palisaded and some household groups (and longhouses) become larger at this time. In part, this may be due to a general increase in population over Middle Woodland levels.

Settlement and subsistence patterns appear to remain relatively stable during the Late Iroquoian period. The most noticeable changes appear in the socio-political system. Through the fifteenth century, certain village households appear to have been consistently larger and more variable in membership than others within the same community. This trend peaks around the turn of the sixteenth century with some longhouses reaching lengths of over 120 metres with three or more extensions evident. Some villages attain a size of over four hectares. This trend may reflect changes in the fortunes and solidarity of dominant lineages within villages and/or the movement of families between allied communities. During the sixteenth century, longhouses become more regular in size. This modification of residential patterning suggests that changes had occurred in the kin-based political system. It has been suggested that this change reflects increased importance of clans over lineages. Since clan membership cut across related communities, this aspect of kinship was an important source of tribal integration. When European explorers and missionaries arrived in Ontario at the beginning of the seventeenth century, Iroquoian villages were under the direction of various chiefs elected from the principal clans. In turn, these villages were allied within powerful tribal confederacies. Unfortunately, intertribal warfare with the Five Nations Iroquois of New York State during the seventeenth century, exacerbated by the intrusion of Europeans, resulted in the dispersal of the three Ontario Iroquoian confederacies – the Huron, the Petun and the Neutral.

In summary, the majority of archaeological sites from the prehistoric period represent the remains of small camps occupied for short lengths of time, as people moved throughout their territories on a seasonal basis. By the Late Woodland period, however, larger and more permanently occupied agricultural villages appeared in conjunction with smaller camps and hamlets. Mortuary sites of various types and sizes have been documented from the Archaic period onwards.



## 2.1.2 The Historic Period

As the historical theme outlines provided in Section 6.0 below demonstrate, certain aspects of the Euro-Canadian settlement of the Red Hill Creek watershed were conditioned by the same environmental constraints (hydrology, soils suitable for agriculture) which played an important role in shaping the prehistoric occupation of the study area. There were, however, several significant cultural, or ideological, differences between these societies that are reflected in their differing archaeological record.

Euro-Canadian settlement, premised on the exploitation and domestication of the wilderness, resulted in dramatic re-ordering of the environment. Colonial concepts of settlement, based on buildings located within blocks of land bounded by roads (typically a military grid system), somewhat mitigated against the need to work closely within the constraints of the existing environment. Late 18<sup>th</sup> and 19<sup>th</sup> century settlers, seeking greater permanence in their surroundings, cleared the forested landscape on a comparatively large scale, for the purposes of agriculture and the industrial extraction of resources. The eventual growth of centres of settlement, offering a range of specialized industrial and commercial services, and later providing distinct residential areas, also denoted a new permanence in the landscape.

The Expressway corridor is situated in Saltfleet Township, which was surveyed in 1791 by Augustus Jones. The *Map of the Niagara District in Upper Canada*, by Lieutenant W. A. Wesfield, indicates the general extent of development in the Red Hill Creek watershed by the time of the War of 1812. For example, King Street was only a "Bye Road," not a main road in 1812. A sawmill was indicated where the road to Ancaster crossed the "Big" (Red Hill) Creek, in the location of what later became known as the Albion Mills. A "Court House" was depicted on the east bank of the Creek, at the lakeshore, west of the residence of (Augustus) "Jones." The Court House, also known as the King's Head Inn, had been built on a strategic lakeshore travel route in 1794. The inn was destroyed by a contingent of 200 American troops in 1813. Jones had constructed his house, barn and other outbuildings in 1793 on the site of present day Confederation Park. Amongst his many accomplishments, Jones was responsible for initiating the production of salt at the mouth of the Red Hill Creek.

By the 1870s, the landscape through which the Red Hill Creek flowed was dominated by the regimen of two, 100 acre farm lots separated by road allowances, as was evident in the 1875 *Illustrated Historical Atlas of the County of Wentworth* (Figure 2.1). Orchards appeared to be common, especially adjacent to present day Mount Albion Road, King Street and Pottruff Road, as the orchard and vineyards of Saltfleet Township formed an integral part of the Niagara Peninsula fruit belt.



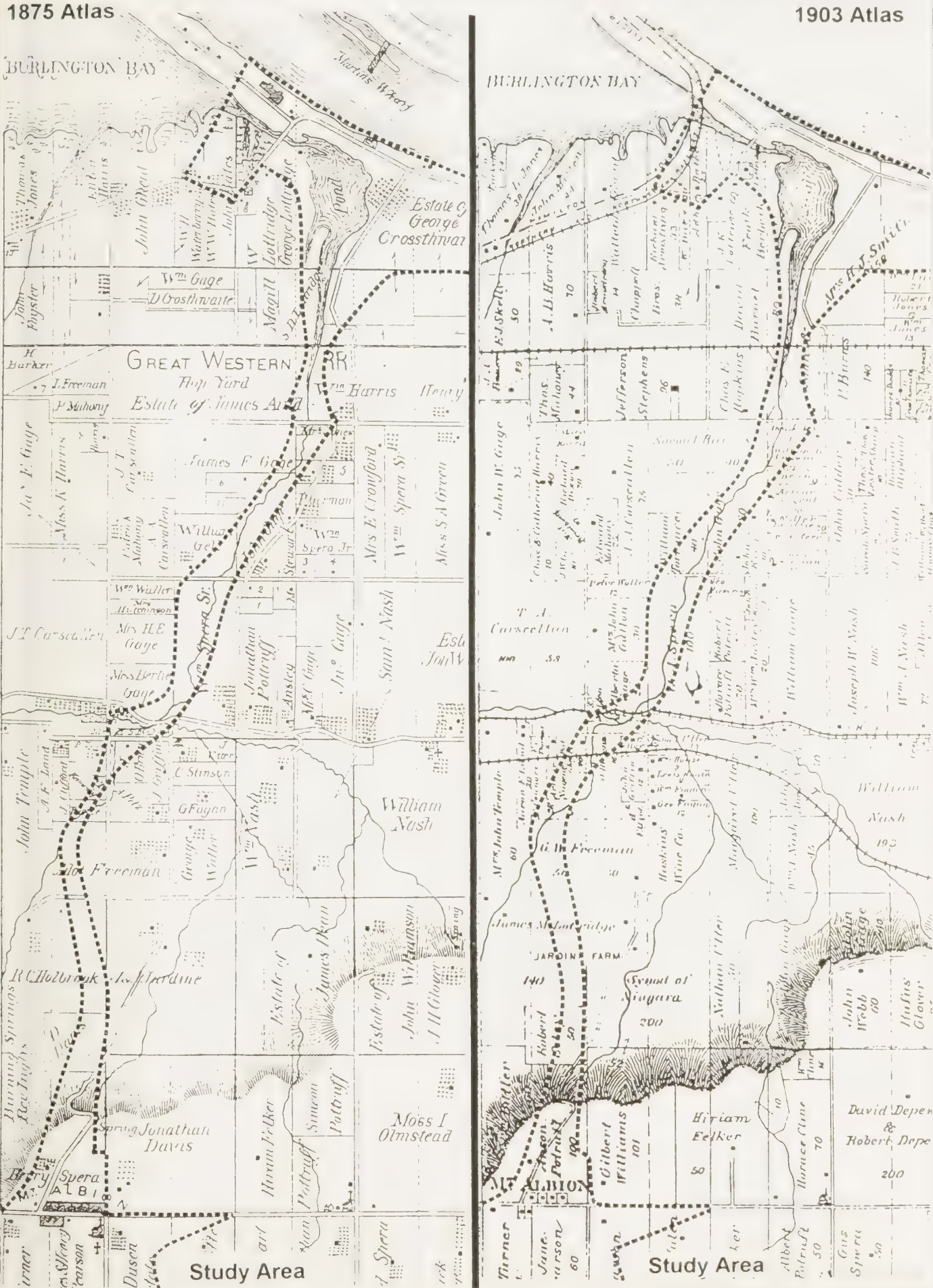


Figure 2.1 RED HILL CREEK VALLEY: HISTORICAL MAPS



The annexation of lands by the City of Hamilton, and subsequent suburban growth during the 20<sup>th</sup> century, resulted in dramatic changes in the landscape, most notably in the lake plain below the mountain. By the 1920s, the mountain came under scrutiny as a potential urban growth area and by the 1950s had lost much of its rural character.

Within the study area, one major centre of settlement developed, that of Albion, later known as Mount Albion. In 1865, a local directory indicated that it was a post village in the township of Saltfleet, with two medicinal springs in the vicinity. Local inhabitants included nine farmers, five carpenter/builders, two labourers, two hotel proprietors, a blacksmith, poundkeeper, Justice of the Peace, merchant, bootmaker and teamster. Another concentration of homes, east of the community of Bartonville, near King Street, was also indicated on the 1903 *Imperial Atlas of the County of Wentworth* (Figure 2.1).

## 2.2 Previous Archaeological Research

In 1915, the Wentworth Historical Society published an article by Frank Wood that detailed his knowledge of archaeological sites in the Hamilton area (Wood 1915). Several locales described by Wood are relevant to this study as they attest to the presence of sites in the Red Hill Creek/Burlington Bay area, some of which were revealed by 19<sup>th</sup> and 20<sup>th</sup> century land disturbances.

For example, Wood (1915: 8) noted that when he and his brother started collecting, they "got many fine war arrows on a strip of land near the filtering basins at the Beach, where Fitch's Hotel once stood." This is a reference to the strip of sandy beach where the Red Hill Creek emptied into Burlington Bay, as Fitch's hotel was also the site of the King's Head Inn. The King's Head Inn marked a strategic convergence of three trails used by aboriginal people in the 18th century, including Brant's trail from the Burlington sand strip around the south shore of Burlington Bay to Burlington Heights (UMCA 1997: 38). Wood (1915: 8) further described the beach strip as the "village site of the Attewandarons, their burial ground having been turned up at the time the G.T.R. built their switch line to Stoney Creek." As a Mr. Lottridge was cited as having made the most significant find from that location, a silver chalice attributed by Wood to have originated with the Jesuits in Huronia, one may assume that this burial ground was located in the same general area as the King's Head Inn. In 1890, George Lottridge deeded approximately seven acres to the Grand Trunk Railway to enable them to complete a stretch of track across the Red Hill Creek that connected their main line at Stoney Creek to a branch line at Burlington Beach (Kenyon 1988: Appendix B).



Wood (1915: 11) also noted that "many prehistoric implements have been found near the Red Hill creek," although specific locales were not mentioned. Both pre-contact and contact period sites were described, including campsites where glass trade beads were found, "chipping places," and isolated burials (Wood 1915:11). One tantalizing description of an artifact was a "fine banded drinking tube about five inches long," (Wood 1915:11) that possibly was a ground stone smoking pipe of the type diagnostic of the Adena and Hopewell cultures.

The first concerted effort to examine the archaeological resources of the Red Hill Creek project area and vicinity was initiated by William Fox, a young Glendale High School student, in the early 1960s and now a professional archaeologist with Parks Canada. Fox's investigations resulted in the discovery of the Early Iroquoian King's Forest Park (AhGw-1) and Pergentile (AhGw-2) sites. Limited excavations at King's Forest Park were subsequently carried out by members of the Ontario Archaeological Society (Donaldson 1965; Fox 1967).

During the 1970s, new sites were identified within the Red Hill Creek watershed area by local avocational archaeologists. Within the province, avocational archaeologists were trained as members of the Archaeological Conservation Officer Program (ACOP) which was jointly developed by the *Ontario Archaeological Society* and the *Ministry of Citizenship, Culture and Communications (MCzCR)*. Mr. Stewart Leslie was an active ACO and registered four sites (AhGw-27-30) within the Red Hill Creek watershed.

The character of archaeological research changed dramatically within the Red Hill Creek watershed area with the onset of the 1980s, as a result of legislative revisions, heightened development pressures, and the concomitant rise of cultural resource management firms. Archaeological resource assessments are usually more intensive, as smaller areas slated for residential or infrastructure development are subjected to detailed scrutiny. Within the watershed area, 92% of the 113 registered sites (ASI 1997: Appendix 1) were documented as a result of pre-development assessments. Of these, 13 are closely associated with the expressway project area (Table 2.1). Most of these sites were discovered during cultural resource management studies undertaken in connection with the proposed development of the expressway (e.g., *DelCan Ltd.* 1980; Warrick 1990; Bursey *et al.* 1996; Woodley 1996), or as part of the Red Hill Valley Restoration Project (*Mayer Heritage Consultants Incorporated [MHC]* 1996). These sites are further discussed in Sections 3.0 and 4.0.



**Table 2.1**  
**Previously Registered Sites Associated with the Expressway Project Area**

<u>Site Name</u>	<u>Cultural/Temporal Affiliation</u>	<u>Type</u>	<u>Researcher</u>
King's Forest Park (AhGw-1)	Late Woodland-Early Iroquoian (Glen Meyer)	Campsite	W. Fox, 1965 (Fox 1967; W. Donaldson 1965)
Spera (AhGw-31)	Late Archaic, Middle Woodland	Campsite	W. Fox, 1977
Watson / King's Head Inn (AhGw-76)	Undetermined Prehistoric Euro-Canadian	Campsite/ Fishing Station Undetermined	I. Kenyon, 1988 (Kenyon 1988)
Mint Julip (AhGw-77)	Late Woodland-Early Iroquoian	Campsite	MTO, 1989 (MTO 1990)
Gnarly Willow (AhGw-78)	Late Woodland-Early Iroquoian (Princess Point, Glen Meyer) Euro-Canadian	Campsite Undetermined	MTO, 1989 (MTO 1990)
Black Shark (AhGw-79)	Late Woodland Euro-Canadian	Campsite Unknown	MTO, 1989 (MTO 1990)
Recliner (AhGw-80)	Middle Woodland, Late Woodland (Princess Point)	Campsite/ Fishing Station	MTO, 1989 (MTO 1990)
Hissing Highway (AhGw-81)	Middle Woodland	Campsite/ Fishing Station	MTO, 1989 (MTO 1990)
Victoria Inn (AhGw-82)	Euro-Canadian	Tavern/Residence	R. Griffen-Short (1990)
Thomas Kennedy 1 (AhGw-117)	Undetermined Woodland Euro-Canadian	Undetermined Homestead	MHC, 1996 (MHC 1996)
Thomas Kennedy 2 (AhGw-118)	Undetermined Prehistoric Euro-Canadian	Campsite Homestead	MHC, 1996 (MHC 1996)
Thomas Kennedy 3 (AhGw-119)	Euro-Canadian	Homestead	MHC, 1996 (MHC 1996)
Bertie Gage (AhGw-120)	Late Woodland Euro-Canadian	Undetermined Undetermined	MHC, 1996 (MHC 1996)



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## 3.0 ARCHAEOLOGICAL ASSESSMENT OF THE EXPRESSWAY

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### 3.1 Introduction

The objective of the archaeological survey was an assessment of all lands situated within the Expressway study area as indicated on page vi, and in Figure 3.1. Consequently, the assessment entailed a review of those lands that had previously been subject to archaeological survey for the purposes of the original Expressway approval (i.e. *DelCan* 1980), as this earlier work was undertaken prior to the establishment of the Ministry of Citizenship, Culture and Recreation's *Stage 1-3 Archaeological Assessment Technical Guidelines* (MCzCR 1993). In certain cases, as well, portions of lands that were more recently surveyed as part of the Red Hill Valley Restoration Project (*MHC* 1996) were also reexamined.

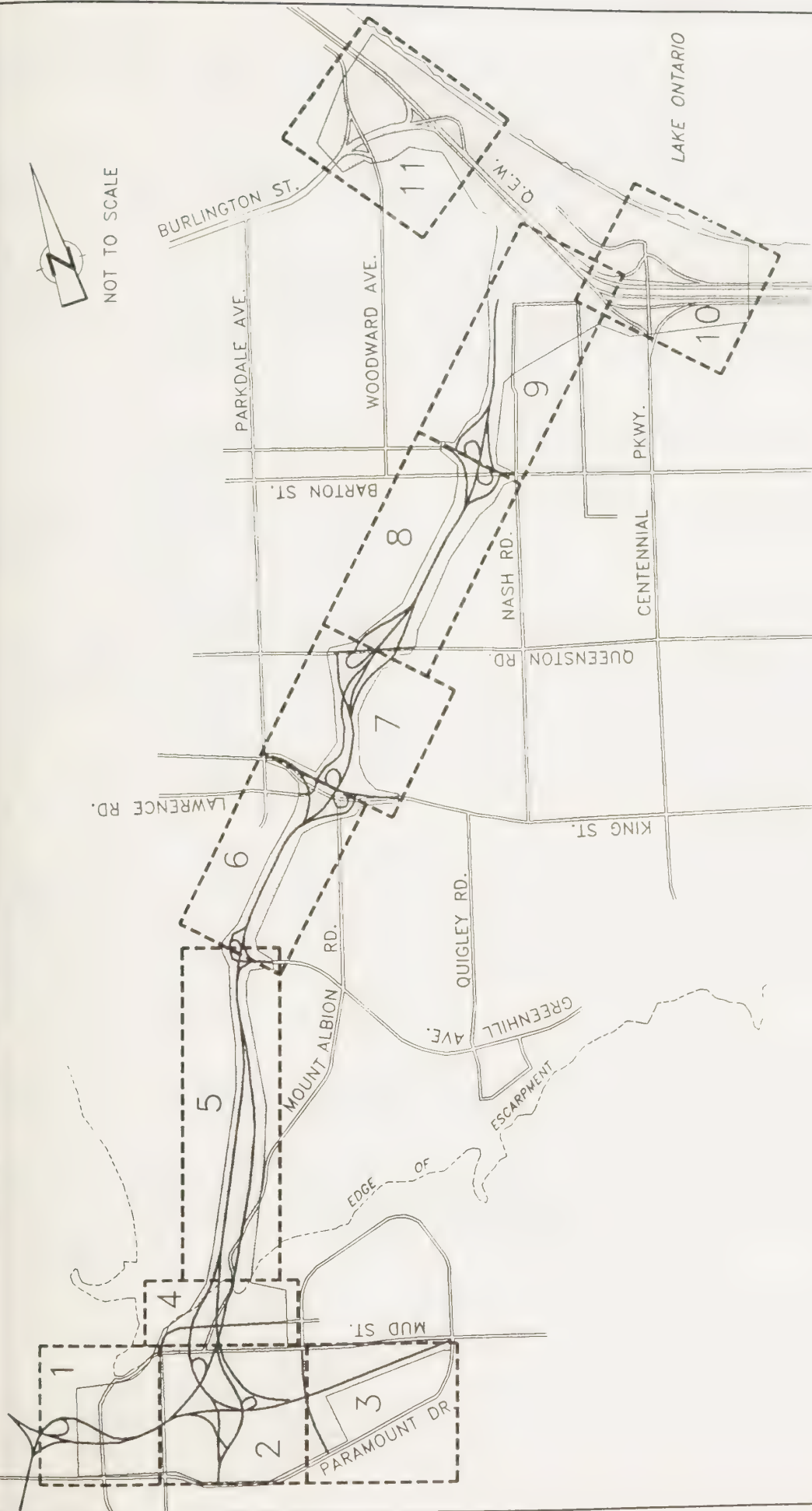
The survey was conducted under the project direction of Dr. Ronald Williamson, with field direction provided by Mr. David Robertson in November and December of 1996, and Mr. Robert Pihl during the fall of 1997. The fieldwork was carried out in accordance with the Ontario Heritage Act (1990) under archaeological consulting licences (#96-019 and #97-017)) issued to *Archaeological Services Inc.* and to the standards enumerated by the *Archaeological Assessment Technical Guidelines* of the MCzCR (1993).

### 3.2 Methodology

All undisturbed lands within the study area that demonstrated moderate to high archaeological potential were test pitted at 5m intervals, although the pattern and intensity of testing was adjusted during the course of fieldwork due to environmental factors (e.g., topography, drainage), degree of disturbance, and/or patterns of artifact recovery from the test pits. Testpits were excavated to subsoil depth, all testpit fills were screened through 6mm hardware cloth in order to facilitate artifact recovery, and all testpit profiles were examined in order to identify soil stratigraphy and any buried cultural soil horizons that may have been present.

All sites or findspots discovered were assigned alpha-numeric field designations (e.g., "P1" [Prehistoric site/findspot #1], "H3" [Historic Site #3]). A "site" is distinguished from a "findspot" on the basis of the quantity and/or nature of artifacts recovered. A prehistoric "site" refers to an area containing at least four artifacts, or a single, formal tool that is often, but not necessarily, diagnostic of a temporal or cultural period. A "findspot", on the other hand, usually consists of an isolated, nondiagnostic artifact, which is not registered.





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LEGEND



SURVEY AREA

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Figure 3.1 RED HILL CREEK EXPRESSWAY: LOCATION OF SURVEY AREAS



Those sites registered with the Canadian Heritage Information Network were subsequently assigned formal names and Borden designations.

A total of 21 archaeological components have been identified within the study area. Twelve of these --four prehistoric sites, three prehistoric findspots, and five historic sites-- were discovered during the course of the present study. Additional, more detailed investigations are currently being completed at the majority of these sites.

### 3.3 Impact Assessment Results (Newly Registered Sites)

The prehistoric **Spera 2 site** (AhGw-130) covers an area of 1100m<sup>2</sup> and is comprised of artifacts of undetermined cultural affiliation or period. The site likely represents a briefly occupied campsite.

The **Mount Albion East site** (AhGw-121) measures approximately 70m by 50m in size, while the nearby **Mount Albion West site** (AhGw-131) measures 190m by 50m. The artifact sample from each site is dominated by thinning flakes, flake fragments, and pieces of shatter produced from knapping activities. Ancaster chert predominates at both sites, Onondaga chert and an unidentified exotic variety are also present. Although the size and nature of the artifact samples from both sites is limited, it perhaps relates to quarrying activities associated with a nearby outcrop of poor quality Ancaster chert.

The **Creekbend site** (AhGw-124) covered an area of 25m<sup>2</sup> and was largely confined to a creek bank terrace and eroding face. A small artifact sample consisting of non-diagnostic chert flakes and flake fragments was collected upon the initial discovery of the site. Subsequent investigations led to the recovery of only one Onondaga chert thinning flake. The results strongly suggest that the majority of the site has already eroded away leaving very little of significance behind.

Three other prehistoric findspots (**P5**, **P11**, and **P12**) that were discovered during the survey represent isolated and relatively insubstantial components.

The **Mount Albion Crossroads site** (AhGw-122) is comprised of artifacts that range in date from the mid-19<sup>th</sup> century to mid-20<sup>th</sup> century, and corresponds to a well-documented rural community in Saltfleet Township. Site integrity has been severely compromised by earth-moving activities.



The nearby **Henry** (AhGw-123), **Van Dusen 1** (AhGw-125) and **Davis** (AhGw-128) sites are comprised of mid- to late 19<sup>th</sup> century artifacts that correspond to well-documented occupations in the village of Mount Albion.

The **Henry site--Locality 1** (AhGw-123) is comprised of mid-19<sup>th</sup> century artifacts that correspond to the occupation of a one storey frame house *circa* 1842 to 1860. As fewer documentary sources are available for this period, which represents the "early period" in the village of Mount Albion.

The **Van Dusen 2 site** (AhGw-129) is comprised of artifacts that are characteristic of the early 19<sup>th</sup> century. Therefore the site is likely to predate the founding of the village of Mount Albion.

### 3.4 Impact Assessment Results (Previously Registered Sites)

Four previously registered sites within the expressway impact area--Spera (AhGw-31), Recliner (AhGw-80), HH/Hissing Highway (AhGw-81), and Bertie Gage (AhGw-120)--were examined as well.

#### 3.4.1 The Spera Site (AhGw-31)

The Spera site was originally registered by W. Fox in 1977, but had never been formally investigated. Until it was re-located by ASI in 1996, the site had been presumed destroyed. Limited testpitting on the site determined that archaeological deposits were distributed over an area encompassing 500m<sup>2</sup>. The objectives of the Stage 3 assessment were to assess the productivity of the deposits, broaden the artifact sample, identify cultural affiliation and/or period, and determine site limits.

A 5m grid was established by transit, and a series of 14 one metre squares were excavated by hand. All soil contents were screened through 6mm mesh. The topsoil consisted of a gravelly sandy loam that varied in depth from 10-35cm. The subsoil likewise ranged from sandy loam to gravel, and often included a quantity of loose, flat rock. The profile appeared plough-disturbed, and this was confirmed by local informants who remembered agricultural activity in the area (see *DelCan* 1980: 2.8).

Material was recovered from all but one unit, and artifact productivity varied from 1 to 15 specimens per unit (Table 3.1). Surprisingly, except for the small collection found during the Stage 2 assessment, no ceramics were recovered during the test excavation. The



modest sample of 66 artifacts consisted entirely of chipped lithics, including one projectile point, one preform, and 64 pieces of debitage.

The single projectile point is a complete, side-notched specimen and resembles the Otter Creek type, a Middle Archaic form dating ca. 4500-3000 B.C. (Ellis *et al.* 1990: 80-84, Figure 4.3; Ritchie 1961: 40-41, Plates 20, 21). The point is made from Onondaga chert, and has tall notches, pronounced shoulders and a concave base with no basal grinding. Point measurements include: length -- 71.0mm, width -- 26.5mm; blade length -- 54.8mm; base height -- 16.2mm; notch height -- 9.2mm; notch width -- 15.5mm; thickness -- 9.0mm.

The only other tool is the distal half of a preform manufactured from local Ancaster chert. Measuring 29.9mm wide and 7.2mm thick, the specimen shows no edge damage indicative of use.

The sample of debitage is dominated by Ancaster chert (78%) followed by Onondaga chert (13%) and unknown varieties (6%). Only two specimens in the sample were thermally altered. Flake types are distributed as follows: two primary reduction flakes (3%), seven secondary reduction flakes (11%), eight thinning or retouch flakes (13%), and 42 flake fragments, many of which are thin (65%), and shatter (8%). Despite its limited size, the sample has a preponderance of thinner flakes and concomitant lack of cores, core fragments and core reduction flakes, suggesting that tool refinement or resharpening were the dominant activities taking place at the site.

The Spera site represents a significant archaeological resource that demonstrates considerable potential to contribute to a greater understanding of the occupation of the Red Hill Creek watershed.

Table 3.1  
Spera Site (AhGw-31): Artifact Sample

Provenience	# Artifacts	Description
Unit 1	8	flakes and flake debris
Unit 2	2	flake debris
Unit 3	3	flake debris
Unit 4	2	flake debris
Unit 5	5	flake and flake debris
Unit 6	3	flake and flake debris
Unit 7		sterile
Unit 8	1	projectile point
	5	flakes and flake debris
Unit 9	9	flake and flake debris
Unit 10	3	flake and flake debris
Unit 11	2	flake debris
Unit 12	1	flake debris
Unit 13	1	preform
	14	flakes and flake debris
Unit 14	7	flakes and flake debris
total	66	



### 3.4.2 The Recliner site (AhGw-80)

The Recliner site was discovered by *MTO* archaeologists in 1989, and they conducted test excavations in 1989 and 1990 during which 34m<sup>2</sup> of the site was explored (Bursey *et al.* 1996; Warrick 1990). Based on the results, they concluded that the site was plough-disturbed, that the full extent of the site is unknown, that the site has significant, deeply buried deposits, that the site was occupied at least twice -- during the Middle Woodland and Transitional Woodland periods -- and that there is the potential to stratigraphically separate the occupations. The purpose of *ASI*'s Stage 3 assessment was to address these issues and to provide a strategy for conducting mitigative excavations at the site.

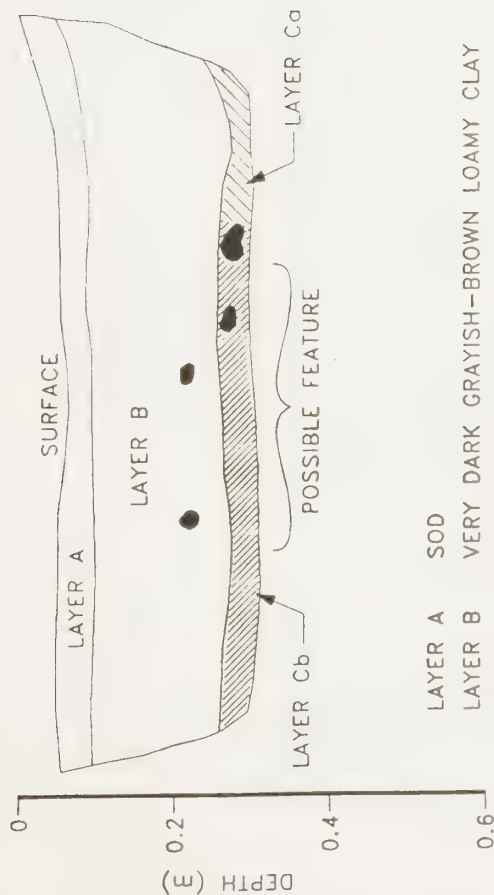
The site was re-visited in August, 1997, at which time a series of seven 1m<sup>2</sup> units were strategically placed around the site. All soils were screened through 6mm mesh, and profile drawings and photographs were taken as needed. Figure 3.2 (Unit 2) details the typical soil stratigraphy for the site: a plough-disturbed A-horizon of varying depth is indicated. The presence of ash and fire-cracked rock also suggests the presence of a cultural feature.

There was also some confusion surrounding the stratigraphy of *MTO*'s Feature 1. The profile drawing depicts a succession of soil layers within which the sealed deposit of Feature 1 lies (1996: Figure 6). Since the alleged soil layering was not encountered anywhere else on the site, it was decided to re-investigate the feature. Accordingly, the south wall of the 2m<sup>2</sup> unit containing the feature was re-opened so that it's still intact profile could be examined again (Figure 3.2: Unit 8). Once exposed, the profile was re-drawn (Figure 3.3, shown with *MTO*'s profile drawing for comparison). The feature displays the typical plough-disturbed horizon (A1) seen elsewhere on the site, but the layer overlying the feature (A2) is now interpreted to be fill from the original A-horizon, before ploughing had disturbed it. It is not, therefore, a discrete occupational layer. *MTO*'s L3 and L4 correspond to the typical B and C horizons which characterize the rest of the site. While *MTO*'s interpretation of deeply buried deposits is thus confirmed, their assertion for stratified deposits is not supported.

Material was recovered from all but one unit, and artifact productivity varied from 5 to 62 specimens per unit (Table 3.2). In general, the units did not produce the same high artifact yields documented in *MTO*'s report, although none of *ASI*'s units intersected a feature. The sample of 194 artifacts included several rim vessels and associated ceramic debris, a drill fragment, fragments of seven netsinkers, and debitage.

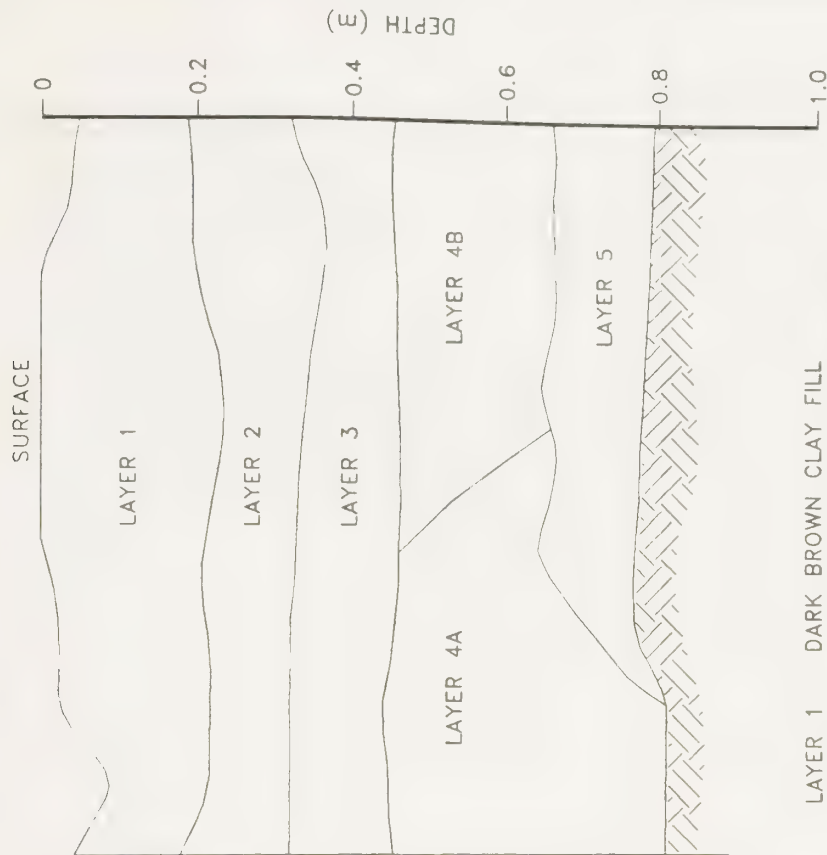


# UNIT 2



- LAYER A SOD
- LAYER B VERY DARK GRAYISH-BROWN LOAMY CLAY
- LAYER Ca BROWN CLAY LOAM
- LAYER Cb BROWN HARDENED ASH
- FIRE CRACKED ROCK

# UNIT 4



- LAYER 1 DARK BROWN CLAY FILL
- LAYER 2 BURIED SOD, BLACK ORGANIC CLAY
- LAYER 3 DARK GRAYISH-BROWN CLAY
- LAYER 4A DARK GRAYISH-BROWN CLAY (HEAVY)
- LAYER 4B DARK YELLOWISH-BROWN LOAMY CLAY
- LAYER 5 BROWN LOAM CLAY

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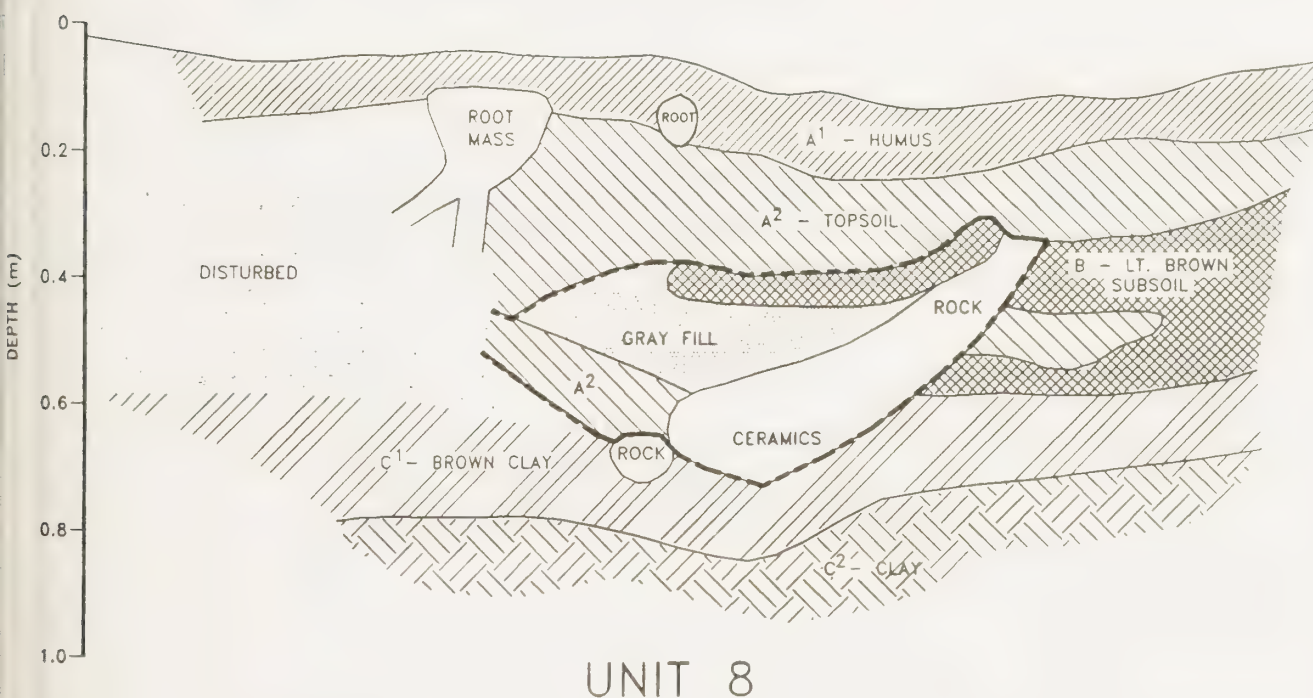
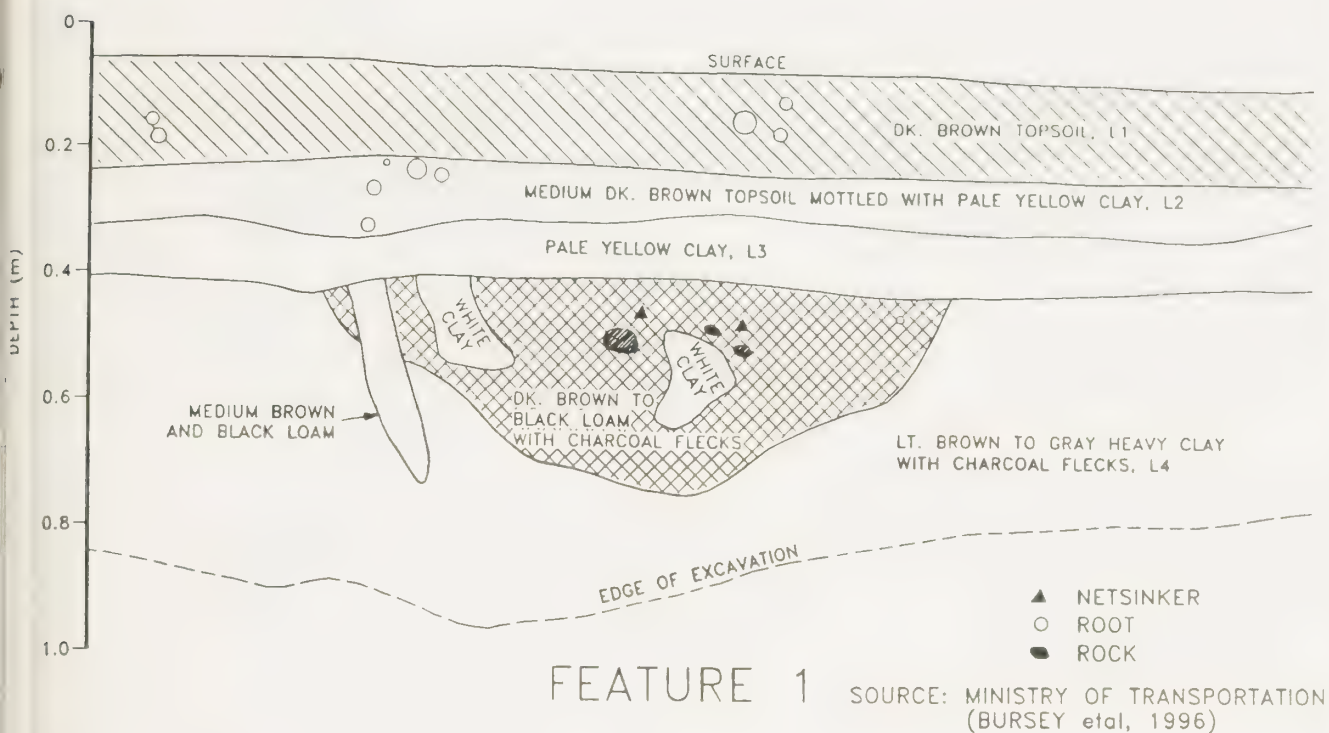


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Figure 3.2 RECLINER SITE (AhGw-80): PROFILES OF UNITS 2 AND 4





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----- FEATURE 1

0 0.5m  
SCALE

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Figure 3.3 RECLINER SITE (AhGw-80): PROFILE OF UNIT 8 (MTO's FEATURE 1)



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Most of the remaining body sherds and fragments, and a  
rd-marked or smoothed-over cord-marked surfaces.

=148 specimens) includes only one formal tool: the tip of  
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flakes; 68 flake  
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ferred flaking  
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(%). Less than  
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3.3). Although

Table 3.2 Recliner Site (AhGw-80): Artifact Sample		
Provenience	# Artifacts	Description
Unit 1	8	rim and body sherds
	50	flakes and flake debris
	1	netsinker
	3	animal bone
Unit 2	6	neck and body sherds
	22	flake and flake debris
	3	netsinkers
Unit 3	18	rim and body sherds
	5	flakes and flake debris
	3	netsinkers
Unit 4		sterile
Unit 5	5	flake and flake debris
Unit 6	10	rim and body sherds
	3	flake and flake debris
Unit 7	1	drill fragment
	60	flakes and flake debris
	1	animal bone
Unit 8	8	rim and body sherds]
	2	flake debris
	1	floral sample
total	194	

Table 3.3 Recliner Site (AhGw-80): Netsinkers				
Provenience	Length	Width	Notch	Thick
Unit 1	78.7	64.1	58.3	20.7
Unit 2	105.5	85.3	61.9	19.6
	----	77.6	72.7	14.1
	----	78.2	----	13.9
Unit 3	111.1	77.0	66.7	15.0
	85.7	71.8	61.0	19.3
	----	63.7	----	16.8

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play opposed notching;  
etsinker.

was removed for plant  
*Research*, reports the  
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be considered a very  
that the site covers an  
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Feature 1 and others  
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naturally terminated  
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nounds of back-dirt  
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; totalling only 61  
from chert flakes  
erd with stamped



dentate exterior decoration and a combed interior surface, and a netsinker. Although not substantial, the overall sample offers no new information and is compatible with MTO's interpretation of the site as a Middle Woodland fishing station. (Woodley 1990: 144).

The Stage 3 results indicate that while most of the remaining portions of the site have been significantly disturbed by stripping, cutting and filling activities, some deposits on the western extreme of the site are generally intact and should provide important artifact samples, unaffected by former agricultural disturbance.

Table 3.4  
Hissing Highway Site (AhGw-81): Artifact Sample

Provenience	# Artifacts	Description
Unit 2	1	chert flake
Unit 3	4	chert flake and animal bone
Unit 4	24	chert flake and flake debris
Unit 5	22	rim sherd and ceramic debris, flakes and flake debris, netsinker
Unit 6	3	flake and flake debris
Unit 7	5	flake and flake debris
Test Unit 5	1	flake
Test Unit 7	1	flake debris
	61	

#### 3.4.4 The Bertie Gage Site (AhGw-120)

The Bertie Gage site was discovered by *Mayer Heritage Consultants Inc.* staff, in 1995, during survey of Conservation Authority lands. The site consisted of four chert flakes and a triangular projectile point dating to the Late Woodland period (MHC 1996: 66). The site was later re-visited, and seven 1m<sup>2</sup> units were excavated in the vicinity of the positive testpits. Three of these units were sterile, three each produced a single chert flake (including a worked flake of "exotic" chert), and one contained fragments of two historic clay smoking pipes [one of which was identified as an early- to mid-19<sup>th</sup> century French product (MHC 1996: 93-94; Table 27)]. The results of MHC's Stage 3 assessment of the site suggests that it may encompass an area of approximately 600m<sup>2</sup> (1996: Figure 28). Although artifact yields from the test units were comparatively low, it was further suggested that the area examined may represent only part of a larger "artifact-rich" occupation area to the west that has been disturbed to an unknown degree by landscaping activities (MHC 1996: 93-96).

Despite an intensive Stage 2 survey during the course of the impact assessment, the site remains diffuse and poorly documented. Site integrity has been severely compromised by activities relating to the construction and landscaping of a playing field and bike trail.



### 3.4.5 Other Sites

Three other registered sites documented by *Mayer Heritage Consultants Inc.* within the right-of-way -- Thomas Kennedy 1 (AhGw-117), Thomas Kennedy 2 (AhGw-118) and Thomas Kennedy 3 (AhGw-119) -- could not be relocated.



## 4.0 RECOMMENDATIONS FOR ARCHAEOLOGICAL RESOURCES

Table 4.1 provides a summary of recommendations concerning the mitigation of development impacts upon the archaeological resources outlined above. These recommended actions are currently being completed or are scheduled to occur in the near future.

Table 4.1  
Stage 2-4 Archaeological Assessment Results and Recommendations

Site Name	Site Type	Temporal/Cultural Affiliation	Comments	Recommendation
Findspot P11	isolated find	undetermined prehistoric		no further work required
Van Dusen 1 (AhGw-125)	farmstead	Euro-Canadian	lengthy period of occupation; site destroyed by road construction	no further work required
Mount Albion East (AhGw-121)	lithic scatter	undetermined prehistoric	possible quarry locale	further Stage 3 assessment (plough field for controlled surface collection)
Mount Albion Crossroads (AhGw-122)	community	Euro-Canadian	extensive disturbance; lengthy period of occupation	no further work required
Henry (AhGw-123)	farmstead	Euro-Canadian (mid-late 19 <sup>th</sup> C)	lengthy period of occupation	no further work required
Henry--Locality 1 (AhGw-123)	farmstead	Euro-Canadian (early 19 <sup>th</sup> C)	short period of occupation	Stage 3/4 mitigation
Davis (AhGw-128)	farmstead	Euro-Canadian (mid-late 19 <sup>th</sup> C)	lengthy period of occupation	no further work required
Van Dusen 2 (AhGw-129)	farmstead	Euro-Canadian (early 19 <sup>th</sup> C)	short period of occupation	Stage 3/4 mitigation
Mount Albion West (AhGw-131)	lithic scatter	undetermined prehistoric		further Stage 3 assessment (plough field for controlled surface collection)
Findspot P5	isolated find	undetermined prehistoric		no further work required
Findspot P12	isolated find	undetermined prehistoric		no further work required
Thomas Kennedy 1 (AhGw-117)	undetermined	undetermined prehistoric and Euro-Canadian	location/character undetermined	Stage 2 assessment
Thomas Kennedy 2 (AhGw-118)	undetermined	undetermined prehistoric and Euro-Canadian	location/character undetermined	Stage 2 assessment
Thomas Kennedy 3 (AhGw-119)	undetermined	Euro-Canadian	location/character undetermined	Stage 2 assessment
Bertie Gage (AhGw-120)	undetermined	Late Woodland Euro-Canadian	Stage 2 failed to define site, heavy disturbance in area	no further work required
Creekbend (AhGw-124)	undetermined	undetermined prehistoric	site destroyed due to erosion	no further work required
Spera (AhGw-31)	camp	Middle Archaic Middle Woodland		Stage 4 mitigation
Spera 2 (AhGw-130)	camp	undetermined prehistoric		Stage 3 assessment
Recliner (AhGw-80)	camp	Middle Woodland Transitional Woodland	partially disturbed by bike trail	Stage 4 mitigation
Hissing Highway (AhGw-81)	camp	Late Archaic Middle Woodland Transitional Woodland	hillside portion of site remaining	Stage 4 mitigation



**PART TWO:**

**BUILT HERITAGE FEATURE AND  
CULTURAL LANDSCAPE INVENTORY  
AND ASSESSMENT**

by

***UNTERMAN McPHAIL CUMING ASSOCIATES***

in association with

***HISTORICA RESEARCH LIMITED***



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## 5.0 INTRODUCTION

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Ontario's above-ground cultural heritage may be perceived as two distinct yet linked elements: individual built heritage features or cultural features, and cultural landscapes. Both types of resource may be valued for a variety of reasons, such as architectural merit, historical associations, engineering virtuosity, scenic interest or cultural investment.

Cultural landscapes have been defined as:

'the use and physical appearance of the land as we see it now as a result of man's activities over time in modifying pristine landscapes for his own purposes. A cultural landscape is perceived as a collection of individual man-made features into a whole (Guidelines on the Man-Made Heritage Component of Environmental Assessments 1981).

Aggregations of individual man-made or modified features usually form areas of homogenous character (e.g., a rural area, a village, a waterscape, etc.).

A cultural feature has been defined as:

an individual part of a cultural landscape that may be focussed upon as part of a broader scene, or viewed independently. The term refers to any man-made or modified object in or on the land or underwater such as buildings of various types, street furniture, engineering works, plantings and landscaping, archaeological sites, or a collection of such objects seen as a group because of close physical or social relationships.

In order to adequately determine the characteristics of both individual cultural features and cultural landscapes, heritage assessment and planning studies typically comprise a number of components: background research; on-site survey; heritage evaluation; and the development of conservation, planning and management strategies.

The work undertaken as part of this study seeks to address heritage issues within a discrete planning area related to the construction of the Red Hill Creek Expressway, although it has been informed by the related study of the larger area defined as the Red Hill Creek Watershed. Detailed historical research of human activity in the landscape of these two areas was beyond the scope of this study. Yet, in order to provide a framework for the consideration of cultural heritage, a number of broad historical themes of past human activity were identified.

These historical themes, described in Section 6.0, enabled the identification of potential cultural heritage features and landscapes associated with each theme that might remain in today's environment.



Section 7.0 describes the results of cultural heritage feature and landscape field survey of the Red Hill Creek Valley. Lastly, Section 8.0 makes a number of recommendations regarding mitigation measures for those features that may be affected by the Red Hill Creek Expressway within the Red Hill Creek Watershed planning area.

It is noteworthy that the cultural activities of Euro-Canadian, notably the activity of "settlement" with all its attendant modifications to the environment often transcend or are oblivious to the concept of a "watershed". Land surveys, roads, rural growth and urban settlement were rigidly imposed on the landscape. Natural boundaries or impediments to growth, while often proving problematic were seldom insoluble.



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## 6.0 HISTORICAL THEMES

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### 6.1 Introduction

Detailed historical research of human activity in the landscape of the Red Hill Creek valley and watershed study areas was beyond the scope of this study. Yet, in order to provide a framework for the consideration of cultural heritage a number of broad historical themes of past human activity have been identified. These historical themes, described in this section, assist in establishing the broad agents of landscape and environmental change. On the basis of experience and knowledge it is also possible to generally predict the range and types of cultural heritage features and landscapes associated with each theme that might remain in today's environment. This technique is a cost-effective "short-hand" that greatly assists in quickly amassing information and providing an overview of human interaction with the environment.

A number of themes have been derived, including township surveys, early Euro-Canadian settlement, transportation, agricultural settlement, centres of settlement, industrial activity, recreation, public and institutional works. Most account for modification in the landscape that are seen today. These are described in the following sub-sections.

### 6.2 Township Surveys (1790s)

The Red Hill Creek watershed comprises parts of four former Townships surveyed prior to 1800, namely, the Townships of Barton, Saltfleet, Glanford and Binbrook. The townships of Barton and Saltfleet were surveyed, in 1791, by Augustus Jones, in the Crown survey system of "front and rear", comprising two 100 acre lots, 50 chains by 20 chains, bounded by road allowances. Glanford and Binbrook were surveyed, in 1794, in the Crown survey system of "single front" comprising five 200 acre lots bounded by road allowances. Township of Glanford lots are recorded as being comprised of 188 acres due to survey by Davenport Phelps, a non-government surveyor.

Despite the system of rational survey, the watershed's topography and system of native and Euro-Canadian tracks and pathways often conspired against the domesticating grid design.

Above the escarpment, the relatively flat mountain plain enhanced the clarity of the survey and by the 1850s the Rottenburg Map shows a developed system of roads following the grid pattern in the mountain portion of Barton Township. By the 1870s, the anticipated



regimen of two, 100 acre farm lots separated by road allowances was evident in Saltfleet. In Binbrook and Glanford, however, many of the 200 acre farm lots had been subdivided into smaller 100 or 50 acre lots.

Below the escarpment, the clarity of the 18th century survey was obscured by a number of major natural features and landforms. The escarpment brow, the Red Hill Creek with its steep sided valley lands and marshy ground to the north predetermined many native aboriginal trails. These trails were used, in turn, by many of the early Euro-Canadian settlers. The resulting system of diagonal north-south and curvilinear east-west trails became ingrained in the landscape and later served to guide the nineteenth century routes of Mount Albion and Pottruff Roads, as well as King Street.

Development in the late nineteenth and twentieth century saw a variety of infilling of the original survey grid, notably in urban areas, but the basic pattern of lots and road allowances remain to the present day. The system of concession and side roads, for the most part, now serve as major streets within the City of Hamilton.

*Potential cultural heritage features and landscapes:*

- opened and unopened road allowances
- original 100 and 200 acre farm lots
- miscellaneous marked boundaries (fences, treelines, etc.)

### **6.3 Early Euro-Canadian Settlement (1790s - 1820)**

The extent and rate of early Euro-Canadian settlement were determined to a large extent by a number of major natural features and landforms, described in the previous theme. Prior to Jones' survey, many Loyalist squatters already occupied land below the escarpment and had been granted lots and received their Crown Patents. The escarpment brow, the Red Hill Creek with its steep sided valley lands and marshy ground to the north provided formidable barriers to settlement and farming. Glanford and Binbrook Townships were also hindered by their relatively long distance from the lakeshore. Glanford Township's 1816 Assessment Roll records only fifty names and by 1826 the population had reached only 500. Meanwhile, Saltfleet listed 102 heads of household in 1816.

An 1815 "Map of the Niagara District in Upper Canada, by Lieutenant W.A. Nesfield, drawn partly from Survey & from documents obtained from the Q' M' Gen<sup>ls</sup> Department" (Figure 6.1) indicates the general extent of development in the Red Hill Creek watershed.







Glanford and Binbrook appear undeveloped. Saltfleet and Barton Townships show settlement by "Davis" with a watermill on the Big Creek, and "Jones" to the east of Big Creek on the Lake Ontario shoreline. A Court House is depicted to west of the Jones residence on the east bank of the Big Creek.

The denoted "Davis" is William Davis a Loyalist from North Carolina, who in 1792 had received 200 acres of land in Barton Township, namely Lots 3 and 4, Concession 8. Two years later Davis petitioned for further grants of land arguing that he had suffered considerable losses at the hands of the Americans. Awarded a total of 600 acres contiguous to his Barton holdings, Davis received Lots 31 and 32, Concession 6; Lot 32 in Concession 7, and Lots 32 and 33 in Concession 8, all in the Township of Saltfleet. The Davis family eventually received a total of 2,300 acres.

"Jones" is Augustus Jones, who had arrived in 1787, at Fort Niagara with the task of assisting Phillip Frey with surveying duties west of the Niagara River. By 1792, Jones had been joined by most of his family from the United States, and by the mid 1790s, his immediate family had received almost 6,000 acres of land in Saltfleet Township. Jones had settled on the lakefront, west of the outlet of Stoney Creek, and in 1793 had constructed a house, with eight rooms, a barn and other outbuildings on the site of present day Confederation Park (later sold to Henry Van Wagner, Hopkins and then Corman). Amongst his many accomplishments Jones was responsible for initiating the production of salt at the mouth of the Big Creek (see Section 6.7 on Industrial Activity).

During the Battle of Stoney Creek his land was used as an encampment by 1,500 American troops and as a landing place for two U.S. schooners. His property was also used as billet by the British troops who accounted for substantial damages totalling £585. Jones moved out of the area to Paris by 1816.

The Kings Head Inn or Tavern, was built in 1794, adjacent to the Big Creek. The inn was a two-storey, frame house, with eight rooms, and two low rear wings, together comprising a "pretty plan" (Mrs. Simcoe). The inn was constructed to accommodate travellers, being located on a travel route along the lakeshore, and also served as a military depot and storehouse. Known also as the Court House or Government House, its strategic location on the eastern end of the Burlington Bay sand strip was well recognized for its military significance as a lookout. The inn was destroyed by a contingent of 200 American troops in 1813.



### *Potential cultural heritage features and landscapes:*

Above ground remains from this era are unlikely and only archaeological remains may now exist.

## **6.4 Transportation**

### Early Trails and Roads (1790s-1820s)

The Kings Head Inn at the mouth of the Big Creek on Burlington Bay marked a strategic location of three Indian trails: the Mississauga, essentially a lakeshore trail from Newark to York, Brant's trail from the Burlington sand strip around the south shore of Burlington Bay to Burlington Heights and Ancaster, and a third trail from the Burlington sand strip to present day John Street at the foot of the escarpment, and on south to Lake Erie. Another major trail was the present day alignment of King Street (Queenston to Head-of-the-Lake) that avoided some of the marshier land and closer to the foot of the escarpment.

By 1815, the "Map of the Niagara District in Upper Canada, by Lieutenant W.A. Nesfield, drawn partly from Survey & from documents obtained from the Q'M' Gen<sup>ls</sup> Department" shows a clearly demarcated system of trails and roads. On top of the escarpment the 1815 map shows a number of trails converging on top of the escarpment at the Davis mill site on the Big Creek. Two roads lead west, one to Ancaster and another to the Grand River and native settlements and two roads strike southeast and east: the former to Pelham and Thorold townships, and the latter "A road cut by Governor Simcoe", parallels the escarpment in an effort to avoid swampy lands below.

As early as 1794, Mrs. Simcoe had noted in her diary on Friday, June 10 that John Green:

...has lately, at the Governor's request and expense, cut a road thro' the wood, making it passable for me to ride. The Governor thinks the country will derive great benefit by opening a road on top of the mountain (where it is quite dry) from Niagara to the "Head of the Lake" instead of going a most terrible road below, full of swamps, fallen trees, etc.

This road, later to be known as Mud Street, converges with a trail that leads gently down the valley, from the Davis "water mill" through hummocky terrain, across the "King Street" native trail to the lake front at the Court House. (This valley trail is now the alignment of Mount Albion and Pottruff Road).



The "King Street" Indian trail comprised little more than a footpath, bordered by forest trees, that zigzagged below the mountain. The principal east-west route below the mountain was the Lake Road. The route was subject to consistent erosion during the nineteenth century and was eventually washed away.

### Trails and Roads (1820s-1850s)

By 1850, the "Map of the Principal Communications in Canada West Compiled from the most authentick sources, actual Surveys, District maps etc., etc. by Major Baron de Rottenberg As<sup>t</sup> Quarter M<sup>r</sup> Gen<sup>l</sup>" (Figure 6.2), shows a well developed system of roads. Within the Township of Barton, the grid system of roads is pronounced due in part to the flat topography, as well as the less dense forest cover allowing relative ease of clearance. In Barton Township, a number of the "Mountain" roads are evident: Arbour Road, Nebo Road, Upper James, West Fifth, Upper Wellington, Upper Wentworth (portions), Fennel Road, Mohawk Road, Limeridge Road, Stonechurch Road and Rymal Road.

Yet, beyond, to the south in Glanford and Binbrook Townships, there lay an appreciable area of "wilderness". In Glanford, the present day Upper James/Ryckmans corners is distinguishable as is Nebo and Miles Roads.

In Saltfleet, a number of roads attempted to follow their prescribed, surveyed routes. Upper Mount Albion Road serves as a north-south link with Mud Street to the Concession Road marking the boundary with Binbrook. The west part of present day Greenhill Avenue (the Concession counterpart to Fennell Avenue below the mountain) attempted to follow the divide between Concessions IV and V. Additionally, a number of native trails had given way to more pronounced travel ways. Mud Street featured as a Concession Road between Concessions 6 and 7. King Street meandered east-west within Concession 3 connecting Hamilton with Grimsby and St. Catharines.

In 1850, it was noted by Wentworth County Council that 7.5 miles of the Hamilton-Grimsby Road had been improved with only another 4.5 miles to be macadamized. Despite pressure to open up Barton Street easterly to meet with Saltfleet, King Street remained as the major east-west route. Much road building at this time rested with private companies notably the Barton and Stoney Creek Road Company, and Hamilton and Saltfleet Road Company, who charged tolls at gated entrances and exits. During this period Albert Carpenter owner of both companies managed to acquire a portion of the Lake Road, north of Barton Street, and controlled all eastern entrances from Saltfleet to Hamilton. Mount Albion and Pottruff Roads are discernible.







### Roads (1850s to 1920s)

Throughout the latter half of the nineteenth century, many of roads outside the urban area of Hamilton consisted of dirt gravel or broken stone surfaces. Few were macadamized. The turnpikes and toll roads were becoming increasingly unpopular and during the 1890s there was a consolidated provincial effort to improve all roads throughout the province. The "Good Roads" movement, together with a new county road system introduced, in 1901, to Wentworth County saw many of the old turnpikes brought under public control. With this move accompanying improvements were made in road construction. Yet, the use of rural roads by the motoring urban public caused friction. Unable to pay for concrete or asphalt surfaces, the rural areas felt aggrieved by unrealistic demands by urban areas for costly rural road improvements. In 1918, the Hamilton and Wentworth Suburban Roads Commission was set up to ameliorate the situation. The Commission, established by the Provincial Legislature, provided a system whereby the City of Hamilton, the County of Wentworth and the Province of Ontario jointly contributed to the costs of road improvements. The care of a number of roads was assumed by the Commission including: King Street (Kenilworth Avenue to the Stoney Creek Battlefield Monument), Barton Street (Strathearne Avenue to the Village of Winona), Main Street (Kenilworth to Parkdale) and Beach Road (City of Hamilton limits to Lake Avenue).

### Roads (1920s-1970s)

During this period road construction and improvement were consolidated in a number of ways. Many major roads within the watershed were routinely asphalted and improved. During the 1930s, major road construction in the watershed occurred at the mouth of the Red Hill Creek where the Queen Elizabeth Way was to be constructed. The link eastward from Hamilton was first proposed as an independent "Niagara Falls Highway" but was incorporated into the planning of the Queen Elizabeth Way. Paving of the highway between Stoney Creek and Niagara Falls was completed in the summer of 1940. In 1958 the Burlington Bay Skyway was opened. This carried the Queen Elizabeth Way over the Burlington Bay Canal and relieved congestion on the two-lane Highway 20 and a vertical lift bridge that linked the Burlington portion of the Queen Elizabeth Way with the Stoney Creek section via Highway 20. The junction of the Queen Elizabeth Way with Highway 20 was marked with a distinctive traffic circle until it was replaced in the early 1970s.

Post-war development also increased pressure for expansion on the Mountain. Expansion to the south, however, involved considerable expense in hard services as trenches had to be excavated from the bedrock and all-season access to the mountain required



"modern" roads. In 1950 the Jolley Cut was widened to four lanes and, in 1958, the Kenilworth - Flock Road access was constructed.

*Potential cultural heritage features and landscapes:*

- unopened road allowances
- open and improved road allowances and surfaces
- abandoned and closed road allowances and surfaces
- bridges
- bridge remnants such as abutments and piers
- culverts, ditches, tree- and fence-lines

Railways (The Canadian National Mainline)

The Great Western Railway was the first rail line to cross Red Hill Creek. The track was completed in 1853 between Hamilton and Niagara Falls and crossed the creek by a very high earth embankment pierced by two large stone culverts. The company was acquired by the Grand Trunk Railway in 1882. In 1901 and 1902, the completion of a second track required a wider earth embankment over Red Hill Creek and extension of the culverts. In 1907, the more easterly of the two culverts was described as having a total length of 95 feet with an opening 36 feet high. The westerly culvert was 84 feet long and 40 feet over the stream. The Grand Trunk became part of the Canadian National in 1923.

Railways (Canadian National-Abandoned Beach Line)

In 1890, the Grand Trunk Railway completed the track through the study area as a connection between its main line at Stoney Creek and a branch line at Burlington Beach. The track between Hamilton and Burlington, via Burlington Beach had been completed in 1877. This new connection enabled freight trains carrying fruit from the Niagara Peninsula to by-pass the delays created in the Hamilton yard and run directly into Toronto. This connecting track and the Burlington Beach line was used primarily as a freight track as passenger business continued to be routed through Hamilton. Even after perishable freight traffic declined the track remained important, the Beach Line was used to handle oversize loads that could not pass through Hamilton. The track was finally removed during the 1970s during reconstruction of the QEW at Stoney Creek. The Canadian National line through Hamilton was improved to take the oversized loads that had formerly gone over Burlington Beach.



### Railways (Toronto Hamilton & Buffalo Railway)

In 1896, the Toronto Hamilton and Buffalo Railway constructed a main line to connect between the Canadian Pacific, in Hamilton, and the New York Central, at Welland. The Red Hill Creek was crossed on a tall steel trestle as the railway climbed up the side of the Niagara Escarpment. The track was reasonably steep at this point with a one percent grade. The location of this line enabled the railway to have a much better located station in the centre of Hamilton than the more distantly located Grand Trunk.

During the 1920s-30s the steel trestle was replaced with a three span concrete culvert for the Red Hill Creek, and a massive earth embankment. During the 1980s, the original earth embankment to the west of the former steel trestle was removed to allow for construction of the Expressway. The embankment was replaced with a four span girder bridge. The track is part of the Canadian Pacific Railway in 1997.

### Railways (The Hamilton, Grimsby & Beamsville Railway)

Promotion of the Hamilton, Grimsby and Beamsville Railway began in 1891 as a company to bring passengers and agricultural produce into Hamilton. One problem in the construction of the railway at Red Hill Creek was that Main Street was a privately controlled toll road company and would not negotiate with the railway to permit track construction in its right-of-way. Therefore, the railway company used a route which involved the opening of Lawrence Road and the extension of both Trolley Street (today Gage Avenue) and Maple Avenue which formerly ended at Prospect Street. The road company came to regret its stubborn position. These new roads allowed travellers to bypass the toll gates and the turnpike company rapidly faded from the scene.

For most of its route, the railway followed the edge of roads and conformed to their grades and curvature. Consequently, grading was very light and done with horse drawn equipment. The one exception was at Red Hill Creek where a fill 400 feet long and 19 feet high was required across the valley. The actual creek was crossed by an iron bridge.

The official opening of the railway as far as Grimsby occurred in October 1894. The Town of Beamsville was reached in October, 1896. The company operated self-propelled, electric-powered interurban rail cars. In 1905, the railway was sold to the Dominion Power Company and continued to operate as a subsidiary of the power company. The railway was profitable until about 1915. Afterwards there was a general decline in freight and passenger traffic. The railway was closed in June, 1930 and dismantled in 1932.



## Railways (Hamilton & Port Dover Railway)

A rail line from Hamilton to Port Dover had been proposed as early as the 1850s. However, the line from Hamilton to Jarvis was completed only in 1873 and through to Port Dover in 1878. The climb up the Niagara escarpment out of Hamilton was about 1½ percent and one of the steepest grades in eastern Canada. The first stop out of Hamilton was Rymal Station. A small frame structure was built when the line opened and had been removed by the 1950s. The company had a very short independent life as it amalgamated with Hamilton & North Western in 1875, which, in turn, was acquired by the Grand Trunk in 1888. At the turn of the century, the route was operated as a typical branch line with three passenger trains per day each way. The route is a Canadian National branch line today.

### *Potential cultural heritage features and landscapes:*

- active rail lines
- stations
- embankments and cuttings
- bridges and culverts
- round houses, workshops and freight sheds
- utility poles, mileage and speed limit signs
- water towers and coal bunkers, and
- abandoned rail lines and associated features

## Air Transportation

Hamilton-Wentworth air transportation had its origins in, or close to the Red Hill Creek watershed. In 1911, a landing area was established at Aviation (later Stewart) Park at the Strathearne Inlet, between Parkdale and Woodward Avenues. In 1927, Jack Elliot, a local entrepreneur, opened an airport on Beach Road (now Burlington Street) to the east of the 1911 landing area. In 1929, a municipal airport was opened on table land to the west of the Red Hill Creek valley, south of Barton Street. The airport featured paved runways and night lighting. By the mid-1960s, the airport runways had all but disappeared under urban development.

### *Potential cultural heritage features and landscapes:*

- subsurface remains of runways and building foundations



## Water Transportation

Pre-1800 native aboriginal encampments were described by Mrs. Simcoe in her diary accounts of her travels in the area. The Red Hill Creek and its lake front setting provided likely lake landing places. These were not developed in later years by Euro-Canadian settlers, aside from mooring places and piers developed as part of the recreational use of the lakefront during the 1880s to the 1930s.

Adventurous parks planning in the 1920s anticipated development of the Red Hill Creek Valley as a substantial public open space shaped by dams to create pools offering a canoe route from the interior of the valley to the Bay. This waterways initiative was not pursued.

*Potential cultural heritage features and landscapes:*

- None

## **6.5 Agricultural Settlement**

The early Euro-Canadian settlement of the watershed area was inherently bound with land clearance and agricultural production. Agricultural settlement generally followed or echoed patterns elsewhere in the province with initial clearance of a small portion of the land holding, erection of a log cabin, then the construction of a subsequent homestead, with replacement typically in the 1880s. In 1815, accounts of land clearance indicate that areas of 160 acres were not uncommon. Below the Mountain the soil was considered to be a deep clay soil with a lighter, sandier mix on top of the Mountain. The light soil and climate resulted in a thin cover of forest, more easily cleared than its lake shore counterpart. Cattle and sheep grazing were considered ideal in these situations. Wheat was also a major crop throughout all the watershed townships.

In 1815, Saltfleet boasted 33 log houses, 20 one storey frame houses and a two storey frame house. No brick or stone structures were evident. A grain warehouse had been set up in the village of Stoney Creek, but declined during the 1850s as the City of Hamilton came to preeminence. It was during the latter half of the 1850s that Saltfleet developed in a substantially different manner from its neighbouring townships. By 1863, the orchard and vineyards of Saltfleet Township formed an integral part of the Niagara Peninsula fruit belt. In 1875, the *Illustrated Historical Atlas of the County of Wentworth* noted that:

Of late years the farming community have turned their attention to fruit growing instead of grain and stock raising as formerly. The land of that part under the mountain is especially adapted to fruit, and large vineyards and orchards have been planted out on nearly every farm, until



the district has made heavy annual exports and acquired more than a local name as a fruit growing region.

Farm lands below the Mountain, within the watershed, were characterized by smaller holdings yet with expansive areas of orchards. These were especially noticeable adjacent to present day Mount Albion Road, King Street and Pottruff Road. Above, on the mountain, farm holdings in Glanford and Binbrook Townships were larger and more typically reflected wheat and mixed farming practices. Interspersed with the farmhouses, barns and silos of the agricultural landscape the *Illustrated Historical Atlas of the County of Wentworth* also depicts supporting rural institutions such as churches, cemeteries and schoolhouses.

City of Hamilton annexations and resulting suburban growth during the twentieth century accounted for dramatic changes in the landscape, most notably in the lake plain below the mountain. By the 1920s, the mountain came under scrutiny as a potential urban growth area and by the 1950s had lost much of its rural character.

*Potential cultural heritage features and landscapes:*

- farm houses, barns, silos, drivesheds and other outbuildings
- fields, orchards
- hedgerows, tree- and fence-lines
- associated settlement features including churches, cemeteries, family burial plots and schoolhouses

## 6.6 Centres of settlement

Within the watershed area a number of centres of settlement developed, some as milling or crossroads hamlets, part of typical rural growth and others as part of suburban development.

**Albion Mills**, one of the earliest centres of settlement started as a mill site on the Big Creek on the escarpment edge. In the late 1820s, it comprised an extensive grist mill, a saw mill, a stone distillery, a distiller's house, a blacksmith's house and shop, an ashery, two houses for millers, three houses for tenants and labourers, one large house used as an inn, a merchant's shop, a storehouse; a cooper's shop, a waggon house, and a large two-storey dwelling house, with an extensive barn, stables, and a number of other outbuildings. By the 1900s, the settlement had been eclipsed by the nearby hamlet of **Mount Albion**. The Robert Surtees', 1859 County of Wentworth map (Figure 6.3)





Figure 6.3 Surtees' 1859 Map of the County of Wentworth.



identifies Albion Village in Saltfleet as a distinct entity from that of Albion Mills in Barton. By the 1860s a local directory refers specifically to Mount Albion:

A post village in the township of Saltfleet seven miles from Hamilton, and 52 miles from Toronto. There are two medicinal springs in the vicinity. Mails tri-weekly - population 100.

Local inhabitants listed include nine farmers, five carpenter/builders, two labourers, two hotel proprietors, a blacksmith, poundkeeper, Justice of the Peace, merchant, bootmaker and teamster. By the mid-1870s, Mount Albion was a compact village comprising a small settlement of predominantly frame buildings, the Grassie blacksmith of stone construction being the exception. In 1878, the frame and white roughcast church, (to the east of the village on the south side) known as the "Auld Scotch Kirk", was demolished. By 1903, only six buildings remained standing.

Below the Mountain, the only other settlement of note was **Bartonville** noted in 1846 as:

A small Settlement in the township of Barton, situated on the St. Catherine's road, four miles from Hamilton. It contains two taverns and about ten houses.

Above the Mountain, **Ryckman(s) Corners** emerged, in the mid-nineteenth century, as a crossroads settlement on the Caledonia Road and the southern boundary of Barton Township (Rymal Road) and was named after the early Barton settlers Cornelius and Samuel Ryckman. A blacksmith shop was set up, in 1848, by William Allison, and by 1859, a toll gate is shown in the Surtees map. The crossroads settlement was typically characterized by taverns and a grocery shop. Elsewhere, **Hannon**, located to the southwest of Mount Albion, developed as a small settlement centre probably in concert with the establishment of the Rymal Station on the Hamilton and Erie Rail Road.

Although much urban growth and development in Hamilton had occurred below the mountain and along the extensive flat lake plain, attention was turning to the mountain by the 1920s. While the mountain roads and the incline railways of the late nineteenth century had provided limited access to the mountain and eventually its slow growth as a residential area, this development was severely limited by inadequate provision of water and sewage servicing. Thin soil layer over bedrock led to severe groundwater pollution and squalid housing conditions. In 1929, the City of Hamilton annexed a portion of Barton Township and improved services followed, including the construction of a mountain access from Kenilworth to the new Sherman Cut in 1932. The arrival of the automobile age demanded not only better roads but also heralded the demise of the incline railways. In 1936, the Wentworth Street Incline Railway (opened in 1895) that had served and accounted for the development and growth of the communities of **Mount Hamilton** and



**Chedoke** was closed. By this time the Mountain now accounted for a population of 10,000, in a city of 150,000.

*Potential cultural heritage features and landscapes:*

- houses and outbuildings
- associated settlement features such as stores, inns, churches, cemeteries, burial plots and schoolhouses

## **6.7 Industrial activity**

Industrial development in the Red Hill Creek watershed was generally circumscribed and limited, for the most part, to vernacular industrial processes, linked to resource extraction (salt and limestone) and limited refinement (grain and lumber milling).

During the late eighteenth and early nineteenth century salt was a scarce commodity. Sources of salt were routinely appraised and one of Governor Simcoe's first duties as Lieutenant Governor, in 1792, was to send Augustus Jones to Louth and Saltfleet Townships to analyze salt springs. Accompanied by a Mr. MacDonnell, Jones reported a source that he had "at the head of Lake Ontario which produced a large quantity of salt". This source of salt was located on Lot 29 on the Big Creek, just north of present day Barton Street. The property became known as Salt Works Farm, (operated by William Kent, leasee of the Kings Head Tavern), and comprising a building 50 by 140 feet, 50 salt kettles and a 400 foot, bored well. By 1812, Allan McDougal and William Kent had also opened salt works on the Second Concession intersection with the Big Creek. All works were reported to have flourished and monopolized the region's source of salt for three or four years with salt selling for \$10 a bushel or \$50 a barrel. By the 1870s the industry was non-existent with a note in the *Illustrated Historical Atlas of the County of Wentworth*, 1875, to the effect that:

... the old saltworks are now so completely a thing of the past that the wells are filled up and not a plank is left of the old buildings...

Besides the production of salt, rural industrial development centred for the most part on milling activities. Smith's *Canadian Gazetteer* notes, in 1846, that there were one grist and five saw mills in Barton Township and one grist and six saw mills in Saltfleet Township.

Of these, the Davis holdings around the Big Creek (Red Hill Creek) and the escarpment were of prominence. During the late 1790s, William Davis and his sons developed a substantial milling operation at Albion Falls in Barton Township, where the Big Creek,



emptied over the escarpment. Blessed by copious supplies of falling water, the saw mill and grist milling complex proved to be one of the earliest industrial sites in the district. Known as Albion Mills, the milling operation was sold to Elijah Secord, who in 1827 advertised the resale of the property that included:

an extensive grist mill, with two pairs of stones, and all the necessary machinery for merchant and country work; also a saw mill, both of which are in excellent order and in full operation; a new Stone Distillery, with all the necessary appendages, and a Distiller's house; a Blacksmith's house and shop; an Ashery; two houses for millers; three dwellings houses for tenants and labourers; one large hewed log House, well furnished (with shed and stables) and lately occupied as an inn; a Merchant's shop with Cellars; an extensive Storehouse; a Cooper's shop; a Waggon house; a large two-storey dwelling house, with kitchen and cellars, quite new and well furnished; an extensive Barn, Stables, and Sheds, with a number of other outbuildings, etc., etc.

... There is an excellent Salt Spring on the premises, two excellent gardens, and an extensive orchard of the best apples, pears, peaches, plums, cherries, etc. also an English white grape vine, which has produced an abundance of fine grapes for several seasons past.

In 1907, milling ceased with the death of the mill owner, one of the Grassie brothers, long time residents of the area.

Other nineteenth century vernacular industries included lime production, quarrying and blacksmithing. The *Illustrated Historical Atlas of the County of Wentworth*, 1875, identifies the following:

Barton:	Blacksmith	Lot 7, Conc. VIII (H. Long)
	Mill	Lot 1, Conc. VII (James Cook)
	Lime kiln	Lot 14, Conc. VIII ( Mrs. Marshall)
Binbrook:	Blacksmith	Lot 7, Block 5, Conc. I (James Pottruff)
Glanford:	Blacksmith	Lot 6, Conc. I (William Allison)
	Quarry	Lot 12 Conc. I (J. Pearson)
	Blacksmith	Lot 13, Conc. I (J. Horning)
	Blacksmith	Lot 14, Conc. I (J. Young)
	Mill	Lot 15, Conc. II (H. Glover)
Saltfleet:	Blacksmith	Lot 32, Conc. VIII (G. McGill)
	Lime kiln	Lot 33, Conc. VIII ( John Fletcher)
	Blacksmith	Lot 31, Conc. VI ( Grassie)
	Blacksmith	Lot 27, Conc. B.F. ( — )



*Potential cultural heritage features and landscapes:*

- lime kiln remnants,
- blacksmith structures and outbuildings
- remnant areas of extraction
- ruins and sub-surface archaeological remains of structures and industrial activities

## **6.8 Military**

The Battle of Stoney Creek and the activities of scout Billy Green are renowned locally as important military facets of the area generally. The most notable documented account of military intervention within the watershed area is the razing of the Kings Head Inn at its strategic location on the eastern end of the Burlington Bay sand strip. It was destroyed by a contingent of 200 troops in 1813.

*Potential cultural heritage features and landscapes:*

- none

## **6.9 Recreation**

Recreational activity in the watershed area was directly linked to the opportunities afforded by the natural attributes of the lakeshore and the valley lands. The lakeshore offered ease of access to the growing urban population during the late-nineteenth century especially with the arrival of the electric radial lines. The valley lands, other natural spaces and amenity lands were developed during the twentieth century as part of the parks movement and the institutionalization of recreational activities under the auspices of municipal parks departments and conservation authorities.

The Beach Strip to the west of the mouth of the Red Hill Creek became a popular cottage area in the nineteenth century and included hotels (Ocean House), boat clubs (The Royal Hamilton Yacht Club), piers and landing places around the Burlington Bay Canal. Development to east of the Red Hill Creek was hindered by the City of Hamilton water works filtering basins located adjacent to the lakeshore. Yet by 1910, cottages had sprung up to the east of the filtration basins. Over the years a permanent resident population thrived here warranting the continued use and expansion of the Van Wagner School on Beach Road. By World War Two, the area had become an area of inexpensive housing but also a neighbourhood without municipal water and sewers. As a result of public



acquisition of these properties many of the former farms and cottages were razed. The cleared lands were consolidated into a new lakefront open space: Confederation Park, opened in 1964.

To the south, in the Red Hill Creek Valley, Kings Forest Park had been established under the guidance of Thomas Baker McQuesten. Originally known as Sherwood Forest it was renamed "King's Forest Park" in 1935 to mark the 25th anniversary of King George V's accession to the throne. The park site was acquired by the Hamilton Parks Board in 1930. To this initial acquisition of 645 acres another 44 acres were acquired in 1958. In 1973, the King's Forest Golf Course was officially opened. To the east, the Glendale Golf Course had been developed prior to 1952.

Other recreational, parks and open space areas in the watershed area included: a race track indicated in maps of the 1920s, to the southwest of Hannon on Mills Road, that had disappeared by the 1940s; a number of "Mountain" related parks developed as part of public acquisition of the escarpment face; the Mount Albion Conservation Area; the Red Hill Creek Valley park; and a series of City developed neighbourhood parks established as part of continuing urban growth on the mountain.

More recently, emerging parks and open space planning has encouraged the establishment of walking and hiking trails to link many open spaces in a co-ordinated fashion.

#### *Potential cultural heritage features and landscapes:*

- open space, landscaped areas, monuments and built garden features
- building foundation remnants,
- ruins and sub-surface archaeological remains of structures

## **6.10 Public and Institutional Works**

### Water and Sewage works

The City of Hamilton's water supply system, one of the earliest municipal systems in Canada, was completed in 1860 and comprised a surprisingly simple but ingenious system of water distribution. Water from Lake Ontario was naturally filtered through an excavated sandy basin on the lakeshore (Lot 30, Conc. B.F., Township of Barton). This filtered water was allowed to flow downhill in underground stave pipes to a sump at the pumping station (Lot 30, Conc. B.F., Township of Barton). From the pumphouse, water was pumped



through cast iron pipes to the Barton Reservoir (Lot 4, Conc. 4/5, Township of Barton): a holding reservoir from which water was gravity fed through a distribution system under Main Street to James Street in the City of Hamilton. The cut-stone pumphouse and system were designed by Thomas Keefer.

In later years a variety of modifications were made to various components of the system. New pipes were installed, the filtering basin enlarged and an additional pumphouse built. By 1910, many of the original components of the system had become redundant. A new James Street reservoir built in 1903, resulted in the Barton Reservoir only being used as a back-up. By 1910, the original pumphouse was also used as a "stand-by" with a new electrical pumping system and pumphouse being the principle workhorse. In 1927, the filtering basins were abandoned, to be replaced by a new filtration and purification plant.

### Hospitals

Interest in the Mountain as a suburban area had been promoted in the 1920s. Prior to that its relatively isolated locale from urban Hamilton below, had, however, attracted various forms of institutions and hospitals. In 1875, the Asylum for Inebriates was completed but in the following year was used as the Asylum for the Insane, operated under the auspices of the provincial government. By 1914, the hospital occupied extensive land holdings on the brow of the escarpment. To the east, on Concession Street, the Mount Hamilton Hospital was established, in 1917, and comprised a 100 bed facility, maternity wing, and nurses residence.

### Electrical Transmission

The Toronto Power Generating Station at Niagara Falls was constructed, in 1906 and by 1907, was generating electricity for use in Toronto. The transmission line traced out a route along the Niagara Peninsula past the mouth of the Red Hill Creek and across the Burlington Bay Canal. The 80 mile long line consisted of two transmission lines suspended on steel towers. The facility was constructed by the Electrical Development Company and later acquired by Ontario Hydro in 1922.

Elsewhere hydro transmission lines were eventually strung throughout the watershed area. In 1952, transmission lines crossed the Red Hill Creek valley, east-west, south of the Toronto, Hamilton and Buffalo Railway. By 1968, hydro lines traced a route south of Mount Albion, down the valley to connect with the latter route.



## Telecommunications

Radio transmission facilities are found within the watershed area although their development has not been well documented. Radio station towers were located to the east of Hamilton Airport, in 1952, and by 1968, a number of sites proliferated on the Mountain.

## Landfill

Engineered landfills are a relatively recent phenomenon and early landfill sites were simply dumping grounds at the edge of urban Hamilton. Many of the bay inlets, marshes, valleys and ravines provided ready made sites. Eventually, many of these areas were forgotten and engulfed by suburban development. Within the watershed the Upper Ottawa Street and Brampton Street landfill sites are recent constructions. The Brampton Street landfill is an earth covered mound on the west side of Red Hill Creek.

The landfill accepted wastes from the 1950s until 1974. In more recent years, sewage sludge and foundry sand wastes were also land filled in order to contour the site and facilitate surface drainage. The site covers approximately five hectares. The exact limits of refuse disposal are not clear.

Just south of the Brampton Street site, the City of Hamilton has identified a second, and earlier landfill site. The history of this earlier site is unknown.

### *Potential cultural heritage features and landscapes:*

- waterworks buildings and structures
- reservoirs
- hospital buildings, structures, and landscaped grounds
- radio towers
- ruins and sub-surface archaeological remains of structures and public works activities such as conduits
- remnants of original hydro installations



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## 7.0 CULTURAL LANDSCAPES AND BUILT HERITAGE FEATURES SURVEY

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Sixteen built heritage features (Table 7.1) and seventeen cultural landscape units (Table 7.2) were identified within the Red Hill Creek Expressway and Burlington Street Interchange study areas. All features and landscapes are considered to be of local heritage interest that add collectively to the environmental interest and diversity of the Red Hill Creek valley and environs. Additionally, they reflect past human historical activities in the landscape.

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Table 7.1  
Built Heritage Features and Theme Associations

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Feature	Type	Theme Associations
BHF 1	Canadian National <b>Culvert</b> (Abandoned Beach Line)	Transportation
BHF 2	House Site / <b>Building Foundations</b>	Agricultural settlement
BHF 3	Canadian National <b>Culvert</b> No.1	Transportation
BHF 4	Canadian National <b>Culvert</b> No.2	Transportation
BHF 5	Melvin Avenue <b>Bridge</b>	Transportation
BHF 6	Hamilton, Grimsby & Beamsville Railway <b>Bridge Abutments</b>	Transportation
BHF 7	House Site / <b>Building Foundations</b>	Agricultural settlement
BHF 8	<b>Bridge Abutments</b>	Transportation
BHF 9	House Site / <b>Building Foundations</b>	Agricultural settlement
BHF 10	Toronto, Hamilton & Buffalo Railway <b>Culvert</b>	Transportation
BHF 11	Mount Albion <b>Cemetery</b>	Agricultural settlement
BHF 12	<b>Burial Plot</b>	Agricultural settlement
BHF 13	House Site / <b>Building Foundations</b>	Agricultural settlement
BHF 54	Hamilton Waterworks <b>Valve Chamber</b>	Public Works
BHF 55	<b>Services/Utility Building</b>	Public Works
BHF 56	City of Hamilton Water Works <b>Low Level Pumphouse</b>	Public Works

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Many of the built heritage features within the Expressway study area (BHF 1-13) were associated with agricultural settlement of the Red Hill Creek valley and included farm houses and cemeteries (or burial plots). These were found in a number of locations, including the village of Mount Albion at the south end of the right-of-way.

Road and rail bridges and culverts were also evident and associated with the transportation theme. Many of these were located in the valley lands of Red Hill Creek.

The cultural landscape units surveyed as part of the Expressway study (CLU 1-15) testify to their greater complexity than individual features by usually being associated with a greater number of historical themes.



Railway lines, their rights-of-way and former abandoned alignments, were obviously closely associated with transportation. Conversely roads usually tended to be associated with a number of themes including transportation, township surveys, early settlement, centres of settlement (especially at cross-road locations) and industrial activity, such as access to milling sites.

**Table 7.2**  
**Cultural Landscape Units and Theme Associations**

Feature	Type	Theme Associations
CLU 1	Canadian National (Abandoned Beach Line) (Remnant Embankment)	Transportation
CLU 2	Red Hill Creek Valley Road (Remnant Track)	Transportation; early settlement
CLU 3	Canadian National Crossing of Red Hill Creek (Railway right-of-way)	Transportation
CLU 4	Melvin Avenue (Road)	Transportation; township surveys
CLU 5	Hamilton, Grimsby & Beamsville Railway (Abandoned railway right-of-way)	Transportation
CLU 6	Former Hixon Road (Abandoned road right-of-way)	Transportation; township surveys, agricultural settlement
CLU 7	Toronto, Hamilton & Buffalo Railway (Railway right-of-way)	Transportation
CLU 8	Former Driveway, track or road (Remnant track)	Transportation; agricultural settlement; township surveys
CLU 9	Farm Complex Remnants (Remnant orchard)	Agricultural settlement
CLU 10	Mount Albion Road (Road)	Transportation, agricultural settlement, centres of settlement
CLU 11	Mud Street (Road)	Transportation; agricultural settlement, early settlement, centres of settlement
CLU 12	Arbour Road (Road)	Transportation; agricultural settlement, centres of settlement; township surveys
CLU 13	Pritchard Road (Road)	Transportation, agricultural settlement; centres of settlement, township surveys
CLU 14	Upper Mount Albion Road (Road)	Transportation; agricultural settlement; centres of settlement; township surveys
CLU 15	Farm Complex	Agricultural settlement
CLU 37	Van Wagner's Beach Road (Road)	Transportation
CLU 38	Canadian National (Abandoned Beach Line) (Raised Embankment)	Transportation

Within the Burlington Street Interchange area, the features (BHF 54-56) and landscapes (CLU 37-38) are primarily related to road, rail and public works activities. The latter is also associated with a number of other features related to historical activities for which there are no above ground remains. These are the settling and filtration beds for the City of Hamilton Waterworks, and the former site of the Kings Head Inn (or Governor's House or Court House). Although the area has a long association with recreational use, there are no substantial features of historical interest. The Lakeland Pool, Hutch's Restaurant, and the Waterfront Trail, however, are more recent reminders of the long established use of the Beach area for recreational uses.



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## 8.0 CULTURAL LANDSCAPE UNITS AND BUILT HERITAGE FEATURES: IMPACTS AND MITIGATION

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Several of the surveyed features will be directly affected by construction and will be displaced. Others may be indirectly affected by disruption of their settings.

### 8.1 Cultural Landscape Units

#### CLU 1: Remnant embankment

*Expected Impacts:* The construction of the Expressway may result in the removal of the remnant embankment, which is already visually and physically isolated.

*Mitigation:* No mitigation is recommended. Adequate documentation is provided by existing survey forms.

#### CLU 2: Red Hill Creek Valley Road, remnant track<sup>1</sup>

*Expected Impacts:* The remnant track is not expected to be directly displaced through expressway construction. The track is located in an area that has the potential to be used for related construction activities, such as a lay-over area, and may be subject to disruption.

A track or trail in this area can be traced back to the early 1800s and the area is associated with early Euro-Canadian settlement, for which there are few existing features that remain. Archaeological investigations of lands to the east have revealed long established prehistoric settlement of this area.

*Mitigation:* This remnant track should be subject to protection through the erection of appropriate fencing and subject to preliminary archaeological testing, e.g., trenching, to identify eras of road construction techniques and to ascertain when or if the track was ever a corduroy, planked or macadamized roadway. Further archaeological work may be

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<sup>1</sup>A 5m wide trail constructed through the area the spring-summer of 1997 may have had substantial affects upon this landscape unit. The recommended mitigative option may require revision in light of an assessment of the character and extent of any such impacts.



warranted if substantial or significant evidence of historical road works or other cultural remains are found.

### **CLU 3: Canadian National Railway, right of way**

*Expected Impacts:* This feature is not expected to be directly displaced or disrupted through expressway construction.

*Mitigation:* None required.

### **CLU 4: Melvin Avenue**

*Expected Impacts:* The road is expected to be directly displaced through expressway construction.

*Mitigation:* No mitigation is recommended. Adequate documentation is provided by existing survey forms.

### **CLU 5: Hamilton, Grimsby and Beamsville Railway right of way**

*Expected Impacts:* This site has been disrupted by previous road and bridge construction and may be affected by future interchange construction.

*Mitigation:* The abutment remnants should be retained and stabilized as an industrial monument and remain as a last vestige of the Hamilton, Grimsby and Beamsville Railway in this area.

### **CLU 6: Hixon Road right of way**

*Expected Impacts:* A portion of the former road is expected to be directly displaced through expressway construction. Tree clearing may be expected to impact this unit.

*Mitigation:* No mitigation is recommended for the portion to be displaced. Every effort should be made to retain the remaining portion west of the proposed alignment to the bridge (BHF 8) and to retain the former house sites (BHF 7 and 9) located adjacent to the



Hixon Road. Adequate documentation is provided by existing survey forms and historical mapping.

#### **CLU 7: Canadian Pacific Railway right of way**

*Expected Impacts:* This feature is not expected to be directly displaced or disrupted through expressway construction.

*Mitigation:* None required.

#### **CLU 8: Remnant track**

*Expected Impacts:* A portion of the former track is expected to be directly displaced through expressway construction.

*Mitigation:* No mitigation is recommended for the portion to be displaced. Adequate documentation is provided by existing survey forms and historical mapping.

#### **CLU 9: Remnant orchard**

*Expected Impacts:* A portion of the former orchard may be directly displaced through expressway construction.

*Mitigation:* No mitigation is recommended for the portion that may be displaced. Every effort should be made to retain the remaining portion. Adequate documentation is provided by existing survey forms.

#### **CLU 10: Mount Albion Road**

*Expected Impacts:* A portion of the road is expected to be directly displaced through expressway construction.

*Mitigation:* No mitigation is recommended for the portion to be displaced. Every effort should be made to retain the remaining portion of Mount Albion Road intact. Adequate documentation is provided by existing survey forms and historical mapping.



### **CLU 11: Mud Street**

*Expected Impacts:* A portion of Mud Street is expected to be directly displaced through expressway construction.

*Mitigation:* No mitigation is recommended for the portion to be displaced. Every effort should be made to retain the remaining portion of Mud Street intact together with any other related cultural features, i.e., Grassie blacksmith. Adequate documentation is provided by existing survey forms and historical mapping.

### **CLU 12: Arbour Road**

*Expected Impacts:* A portion of Arbour Road has been directly displaced through expressway construction.

*Mitigation:* No mitigation is required.

### **CLU 13: Pritchard Road**

*Expected Impacts:* A portion of Pritchard Road has been directly disrupted through expressway and new span construction.

*Mitigation:* No mitigation is required although every effort should be made to retain the remaining landscape character of Pritchard Road intact together with any other related cultural features (CLU 15: Farm Complex).

### **CLU 14: Upper Mount Albion Road**

*Expected Impacts:* A portion of Upper Mount Albion Road is expected to be directly displaced through expressway construction.

*Mitigation:* No mitigation is recommended for the portion to be displaced. Every effort should be made to retain the remaining portion of Upper Mount Albion Road intact together with any other related cultural features, i.e., Mount Albion Cemetery (BHF 11) and Van Dusen burial plot (BHF 12). Adequate documentation is provided by existing survey forms and historical mapping.



## **CLU 15: Farm Complex**

*Expected Impacts:* The farm complex will be disrupted through expressway and interchange construction.

*Mitigation:* Appropriate landscape treatment of the interchange should be undertaken to provide a visual buffer. Highly engineered, angular berms should be avoided in favour of irregularly shaped and contoured earthworks planted with a mix of deciduous and coniferous plantings. Adequate documentation is provided by existing survey forms.

## **CLU37: Beach Road**

*Expected Impacts:* "A" Loop -- Severe disruption through road construction.  
"B" Loop -- Severe disruption through road construction.  
"East Collector" -- Disruption through road construction.

*Mitigation:* Until the interchange alternative is selected, mitigation options are not yet known.

## **CLU38: Abandoned CN Beach Line**

*Expected Impacts:* "A" Loop -- Severe disruption through road construction.  
"B" Loop -- Severe disruption through road construction.  
"East Collector" -- Moderate disruption through road construction.

*Mitigation:* Until the interchange alternative is selected, mitigation options are not yet known.



## 8.2 Built Heritage Features

### BHF 1: Culvert

*Expected Impacts:* The construction of the Expressway may result in the removal of the culvert and associated remnant embankment, which is already visually and physically isolated.

*Mitigation:* No mitigation is recommended. Adequate documentation is provided by existing survey forms.

### BHF 2: House site<sup>2</sup>

*Expected Impacts:* The former house site is not expected to be directly displaced through expressway construction. The site is located on the banks of the Red Hill Creek close to an area that has the potential to be used for related construction activities, such as a lay-over area, and may be subject to disruption.

*Mitigation:* This remnant site should be subject to preliminary archaeological investigation if the site is to be disrupted. Adequate interim photographic documentation is provided by existing survey forms.

### BHF 3: Canadian National Railway culvert

*Expected Impacts:* This feature is a modern, standard designed railway structure common to any railway environment.

*Mitigation:* Retain during construction, if possible.

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<sup>2</sup>A 5m wide trail constructed through the area the spring-summer of 1997 may have had substantial affects upon this feature. The recommended mitigative option may require revision in light of an assessment of the character and extent of any such impacts.



#### **BHF 4: Canadian National Railway culvert**

*Expected Impacts:* This feature is a modern, standard designed railway structure common to any railway environment.

*Mitigation:* Retain during construction, if possible.

#### **BHF 5: Melvin Avenue Bridge:**

*Expected Impacts:* Displacement

*Mitigation:* Undertaken. Recorded in 1989. Plaque still exists and has been recommended for retention and re-installation nearby.

#### **BHF 6: Hamilton, Grimsby and Beamsville Railway bridge abutments**

*Expected Impacts:* This site has been disrupted by previous road and bridge construction and may be affected by future interchange construction.

*Mitigation:* The abutment remnants should be retained and stabilized as an industrial monument and remain as a last vestige of the Hamilton, Grimsby and Beamsville Railway in this area.

#### **BHF 7: House site**

*Expected Impacts:* This feature is not expected to be directly displaced through expressway construction. It may be disrupted through construction activities.

*Mitigation:* Remaining landscape features (coniferous tree, earthworks and related landscaping) should be protected by appropriate fencing. Adequate documentation is provided by existing survey forms and historical mapping.



### **BHF 8: Bridge abutments**

*Expected Impacts:* This feature is not expected to be directly displaced or disrupted through expressway construction.

*Mitigation:* None required.

### **BHF 9: House site**

*Expected Impacts:* This feature is not expected to be directly displaced or disrupted through expressway construction.

*Mitigation:* None required.

### **BHF 10: Toronto, Hamilton and Buffalo Railway Culvert**

*Expected Impacts:* This feature is a modern, standard designed railway structure common to any railway environment.

*Mitigation:* None required.

### **BHF 11: Mount Albion Cemetery**

*Expected Impacts:* This feature is expected to be disrupted through expressway construction.

*Mitigation:* Mitigative landscape requirements were established in the approval of the proposed undertaking.

### **BHF 12: Van Dusen burial plot**

*Expected Impacts:* This feature may be disrupted through expressway construction.

*Mitigation:* Appropriate landscape treatment of associated road works should be undertaken if located in close proximity to the burial plot in order to provide a visual buffer.



Highly engineered, angular berms should be avoided in favour of irregularly shaped and contoured earthworks planted with a mix of deciduous and coniferous plantings. Adequate documentation is provided by existing survey forms.

### **BHF 13: House site**

*Expected Impacts:* Displacement through road construction.

*Mitigation:* Adequate documentation is provided by existing survey forms and historical mapping. See also archaeological mitigation.

### **BHF 54: Valve chamber**

*Expected Impacts:* "A" Loop -- Displacement through road construction.

"B" Loop -- Disruption through road construction.

"East Collector" -- None.

*Mitigation:* Until the interchange alternative is selected, mitigation options are not yet known.

### **BHF 55: Service/utility building**

*Expected Impacts:* "A" Loop -- Displacement through road construction.

"B" Loop -- Displacement/disruption through road construction.

"East Collector" -- None.

*Mitigation:* Until the interchange alternative is selected, mitigation options are not yet known.



## **BHF 56: Pumphouse**

*Expected Impacts:* "A" Loop -- Displacement/disruption through road construction.

"B" Loop -- Disruption through road construction.

"East Collector" -- Disruption through road construction.

*Mitigation:* Until the interchange alternative is selected, mitigation options are not yet known.



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